AGENTS FOR THE CHINA MALL. LONDON :- F. AlGAR, 11 & 12, Clement's

Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill. GORDON & Goton, Ludgate Circus, E.C. BATES HENDY & Co., 37, Walbrook, E.C. SAMUEL DEAGON & Co., 150 & 154. Leadenhall Street. W. M. WILLS, 151, Cannon Street, E.C.

PARIS AND EUROPE:-AMEDEI PRINCE & Co. 36, Kue Lafayette, Paris. NEW YORK :- ANDREW WIND, 21, Park

SAN FRANCISCO and American Ports. generally :- Bran & Black, San Fran-

AUSTRALIA, TASMANIA, AND NEW ZEALAND: GORDON & GOTOH, Melbourne and Sydney. CEYLON: -W. M. SMITH & Co., THE APOTHECARIES Co., Colombo. SINGAPORE, STRAITS, &c.:-SAYLE &

Co., Square, Singapore. C. HEINSZEN

OHINA: Macao, F. A. DE CRUZ. Swatow, QUELCH & Co. Amoy, N. MOALLE. Foochoro, Henge & Co. Shanghai, LANE. CHAWFORD & Co., and KELLY & WALSH. Yokohama, LANE, ORAW-FORD & Co., and KELLY & Co.

## Banks.

NOTICE.

TO ULES OF THE HONGKONG N ---- SAVINGS -- BANK.-

1. - The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week days, 10 to 3: Saturdays, 10

2.—Sums less than \$1. or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

.- Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months. at 5 per cent. per annum interest.

4.—Interest at the rate of 31 per cent. per annum will be allowed to depositors on their daily balances.

5. Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and begin-

-Correspondence as to the business of the Bank if marked On Hongkong Savinas' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

-Withdrawals may be made on demand but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book signed. are necessary.

> HONGKONG & SHANGHAI BANKING CORPORATION. T. JACKSON,

Chief Manager. Hongkong, September 1, 1885.

HONGKONG & SHANGHAI BANKING CORPORATION. 

RESERVE FUND,.....\$3,900,000 RESERVE LABILITY OF PRO- \$7,500,000 PRIETORS,.... COURT OF DIRECTORS. Chairman - C. D. BOTTOMLEY, Esq.

Deputy Chairman-Hon. J. BELL IRVING. W. H. F. DARDY, Esq. | Hon. A. P. McEwen. H. L. Dalbymple, S. C. Michaelsen,

W. H. FORBES, Esq. J. S. Moses, Esq. H. Hoppius, Esq. | Hon. F. D. Sassoon. ORIGE MANAGER. . Hongkong,.....Trowas Jackson, Esq.

MANAGER. Shanghai, ...... Ewen Cameron, Esq. LONDON BANKRES. - London and County

HONGKONG. INTEREST ALLOWED. AN Current Deposit Account at the rate of 2 per cent, per annum on the daily balance. On Fixed Deposits:-

For 3 months, 3 per cent. per annum. 4 per cent. II 5 per cent.

LOCAL BILLS DISCOUNTED. Oredits granted on approved Securities. and every description of Banking and Exchange business transacted. Drafts granted on London, and the chief Commercial places in Europe, India, Australia. America, China and Japan.

Chief Manager. Hongkong, September 20, 1887.

T. JACKSON,

## Intimations.

NOTICE.

EO. SMITH WINE MERCHANT, SHANGHAI.

Agents : NORTON & Co., MARINE HOUSE, QUEEN'S ROAD.

Hongkong, October 1, 1887.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1886.

CHAREHOLDERS in the above Company are requested to Furnish the Undersigned with a LIST of their CONTRI-BUTIONS for the year ending 31st December last, in Order that the DISTRIBUTION of the PROFITS reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to the THIRTIETH DAY OF NOVEMBER MEXT, will be adjusted by the Company. and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Managers Limited.

Hongkong, October 10, 1887.

Intimations.

ZETLAND

Regular: MEETING of the above LODGE will be held in FREEMASONS' Zetland Street, THIS EVEN-ING, the 1st November, at 8.30 for 9 p.m., precisely. VISITING BRETHREN are cordially Hougkong, November 1, 1887.



ENTLEMEN desirous of JOINING The above CORPS are informed that the DRILL SEASON will Commence on the 1st Proximo, and that the COMMANDANT will be at the Head Quarters to EnRol MEMBERS, on TUESDAYS and THURS-DAYS, from 6 to 6.15 p.m. By Order.

H. T. HAWKINS, LIEUT., R.A., Adjutant H.K. Volunteers. Hongkong, October 26, 1887.



FRENCH DRESS-MAKER.

G HEYMANS,

35, Wellington Street, HONGKONG.

THE ONLY FRENCH DRESS-MAKER IN HONGKONG.

DIPLOMA IN RADIO IN 188 Hongkong, October 1, 1887.

N Interim DIVIDEND on Account of 1887 at the Rate of 61 DOLLARS per Share in the Capital of the Company will be Payable at the Hongsong & Shanchai BANK on and after the 5th Proximo, on WARRANTS to be obtained of the Under-

The REGISTER of SHARES will be CLOSED from FRIDAY, the 28th Instant till SATURDAY, the 5th Proximo, both days inclusive, during which period no Transfer of Shares can be registered.

> H. A. WOOLNOUGH. Secretary.

Hongkong, October 27, 1887. CANTON INSURANCE OFFICE,

LIMITED. NOTICE TO CONTRIBUTORS.

Final BONUS of Five PBR CENT. upon Contributions for the year 1886 has This Day been declared. WARRANTS may be had on application at the above OFFICE on and after TUESDAY,

the 1st Proximo. JARDINE, MATHESON & Co., General Agents. CANTON INSURANCE OFFICE, LIMITED. Hongkong, October 29, 1887.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

Second BONUS of Five PER CENT. on A Contributions and a DIVIDEND of SIX DOLLARS and FIFTY CENTS per Share for the year 1886 will be Payable on FRI-DAY, the 28th Instant. WARRANTS may be had on application at the Office of the Society on and after that

By Order of the Board, DOUGLAS JONES, Acting Secretary.

Hongkong, October 27, 1887. OS FILIPINOS

25, POTTINGER STREET, OPPOSITE VICTORIA HOTEL.

ROTISSERIE. CONFECTIONERY AND CIGAR STORE.

The above Establishment will Open TO MORROW (THURSDAY), 27th October.

CATERERS FOR BALLS, DINNERS, LUN-CHEONS, PICNIC PARTIES, &c. SILVESTRE ARLEGUI & Co.

Hongkong, October 26, 1887. CHAS. J. GAUPP & Co., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

ATAUTICAL, SCIENTIFIC AND 1918 NETEOROLOGICAL INSTRUMENTS. VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.

RITCHIE'S LIQUID AND OTHER COMPASSES. ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS. English SILVER & ELECTRO-PLATED WARK. Christofle & Co.'s ELECTRO PLATED WARE,

GOLD & SILVER JEWELLERY, in great variety. DIAMONDS · AND -

DIAMOND JEWELLERY, A Splendid Collection of the Latest London Parrenas, at very moderate prices. 742

SAILOR'S HOME. A NY Cast-off Ctorans, Books, or Hongkong Fire Insurance Company, A Parkes will be thankfully received at the Sailor's Home, West Point Hungkong, July 25, 188.

Business Notices.

THE NEW STOCK OF

Established February, 1845.

Has now arrived and consists of LATEST ART PRODUCTIONS,

DRANG'S HAND-PAINTED CARDS made up in a variety of Protty and Useful Forms :- FLORAL WALL and TABLE PICTURES, LETTER RACKS, BLOTTING CASES, NOTE CASES, BOOK MARKERS, FLORAL ALBUMS, PORTFOLIOS, SATIN-PAINTED SCENT SACHETS. CHRISTMAS ART NOVELTIES AND NEW

METALLINE MOUNTS.

RAPHAEL TUCK'S, DE LA RUE'S & MARION'S NEW DESIGNS, including:a large variety of Pretty and Seasonable BOOKLETS, HAND-PAINTED

SEASCAPES on PORCELAIN, and a Good Selection of CHILDREN'S CARDS. HANDSOME BIRTHDAY CARDS.

EACH CARD HAS A SUITABLE ENVELOPE AND WRAPPER. LANE, CRAWFORD & Co. Hongkong, October 24, 1887.

W. POWELL & Co.

On TUESDAY, November 1st, 1887, AND FOLLOWING DAYS.

W. POWELL & Co. VICTORIA EXCHANGE, October 31, 1887.

(T E L E P H O N E 21).

Tailors, Hatters, Shirtmakers & General Outfitters, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

BROWN, HARD AND HATS, FELT in a variety of New Shapes.

> DRAB and GREY SINGLE and DOUBLE TERAI HATS.

STRAW HATS, MILITARY and FELT HELMETS, and

TWEED HATS and CAPS in Stock and made to order. Hongkong, October 8, 1887.

QUEEN'S ROAD CENTRAL, HONGKONG.

J. COOK, Proprietor. THE HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM THE PRINCIPAL LANDING PLACES. ACCOMMODATION FOR VISITORS.

OHARGES MODERATE.

TIFFIN at 1 o'Clock. DINNER at 7.30. VENTILATED BILLIARD TIFFIN 50 CENTS. DINNER 75 CENTS. WINES, SPIRITS AND MALT LIQUORS OF THE VERY BEST QUALITY ONLY.

Hongkong, April 1, 1887. Victoria Hotel, Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c , has recently been much enlarged and improved and is now one of the principal Horeis in the place. The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL. The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD

- and Smoking Rooms. The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken.

Messrs. DORABJEE & HING KEE, Proprietors.

Hongkong, September 16, 1885.

Intimations.

DENTISTRY. FIRST CLASS WORKMANSHIP. MODERATE FEES.

MR. WONG TAI-FONG. Surgeon Dentist, (FORMERLY ARTICLED APPRENTICE AND LAT-TERLY ASSISTANT TO DE. ROGERS.)

A T the urgent request of his European and American patients and friends, 2079 has TAKEN THE OFFICE formerly occupied by Dr. Regers, No. 2, DUDDELL STREET.

CONSULTATION FREE Discount to missionaries and families.

Sole Address 2, DUDDELL STREET, (Next to the New Oriental Bank.) Hongkong, January 12, 1885. NOTIOE.

JUBILEE. IT having been decided to CELEBRATE HER MAJESTY'S JUBILEE on WEDNESDAY and THURSDAY, the 9th and 10th November, all MEMBERS of the COMMUNITY are INVITED to Co-operate with the JUBILEE COMMITTEE by ILLUMINAT. INO their OFFICES and PRIVATE RE-

HER MOST GRACIOUS MAJESTY'S

SIDENCES. By Order. J. H. STEWART-LOCKHART. Honorary Secretary. Hongkong, September 15, 1887.

Intimations.

HONGKONG BRICK AND CEMENT COMPANY, LIMITED. OFFICE, No. 5, QUEEN'S ROAD.

THRE BRICKS OF SUPERIOR QUALITY FOR SALE, PRICE, \$30 PER 1,000.

The following Testimonial has been received from F. W. CROSS, Esq., Manager, HONGRONG AND CHINA GAS-COMPANY, LIMITED :-'I have herewith much pleasure in testifying to the quality of the Fire Bricks as

made by you at your new works. 'In appearance the Brick is light and soft as compared with the ordinary Fire Brick used in the Colony, but this I may say is characteristic of the best English Fire 'After a very severe test I have no hesitation in saying that this Brick is admirably

suited to resist any dogree of heat that it may be likely to undergo and for all purposes that Fire Bricks are used for. 'I am now about to build them into one of my Fuenaces and have no doubt of their being able to stand as well as the English Fire Bricks I have been using. Hongkong, May 23, 1887.

THE Undersigned are Sold Agents for Hoagkong and Manila for the Sale of THE MONTSERRAT LIME JUICE, MONTSERRAT LIME JUICE CORDIALS. A. S. WATSON & Co., LD. Hougkong, May 3, 1887.

NOTICE.

Intimations.

NOTICE OF REMOVAL TAKASIMA COLLIERY AGENCY.

THE OFFICE of the above Agency has 1 been REMOVED to No. 2, BEACONS-FIELD AROADE facing the Parade Ground. H. J. H. TRIPP,

Hongkong, October 31, 1887. NOTICE.

JUBILEE BALL. MENTLEMEN SUBSCRIBERS to the JUBILEE FUND of FIVE DOLLARS (\$5) and upwards may obtain Tickets for the Jubilee Ball on application to the

By Order, J. H. STEWART LOCKHART, Hon. Scoretary. Hougkong, October 26, 1887.

- Auctions.



GOVERNMENT NOTIFICATION. PUBLIC AUCTION.

FIIO BE SOLD by Public Averion at the HARBOUR OFFICE, at Noon, on FRIDAY, the 4th November,—

THE GOVERNMENT STEAM LAUNCE STANLEY, Length, 70 feet; Breadth. 12 feet; Depth, 7 feet; Draft of Water, 59 feet aft, -4.3 feet forward. New Compound Engines, Speed about 9 knots. Bor-LER, 4 years old. The Boat is fitted for towing, has a Fire Engine fitted. and Good Accommodation for use as a Ferry-boat.

For further Particulars, apply at the HARBOUR OFFICE. J. M.-ARMSTRONG. Government Auctioneer.

For Sale.

Hongkong, October 21, 1887.

FOR SALE. THE BRITISH STEAMER ATHULL, of 1,436 Tons Gross, 922 Tons Net Register and 170 -H.P., with all Her TACKLE, APPAREL and APPUR-

Harbour. For further Particulars, apply to. ADAMSON, BELL & Co., Hongkong, October 31, 1887.

TENANCES, as she now lies in this

FOR SALE,\_, TULES MUMM & Co.'s OHAMPAGNE, Quarts .....\$20 per Case of 1 doz. Pints...... 321 " Dubos Frères & de Gernon & Co.'s

BORDEAUX CLARETS AND WHITE WINES. Baxter's Colebrated 'Barley Bree' WHISKY,-\$74 per Case of 1 doz. GIBB, LIVINGSTON & Co.

Hongkong, July 18, 1881. To Let.

TO BE LET. (With Immediate Possession.) TIWO DESIRABLE RESIDENCES situated

I in Caine Road, West and Terrace opposite to Rose Villas. Apply to No. 14. CAINE ROAD.

Hongkong, October 31, 1887. TO BE LET. With Immediate Possession.

CUITE of ROOMS fronting the Praya and Pedder's Street upon the Ground Floor of Building recently occupied by Messrs. Melchens & Co. These Premises are well adapted for OFFICES or STORES. ROOMS on the First and Second Floors

f Marine House. BISNEE VILLA, PORFULUM. A GODOWN, at BOWRINGTON. Apply to SHARP & Co.,

Estate Agents. Marine House. Hongkong, October 17, 1887.

DOOMS in 'COLLEGE CHAMBERS! Apply to DAVID SASSOON, SONS at Co.

TO LET.

Shipping.

Hongkong, May 25, 1887.

Steamers. THE GIBB LINE OF STEAMERS. FOR SYDNEY, MELBOURNE AND ADELAIDE. Calling at PORT DARWIN, and taking

through Cargo for QUEENSLAND

PORTS, TASMANIA, and NEW ZEALAND.) The British Steamer Cloncurry. Capt. Deason due about Capt. Deason due about the 9th Proximo, with part Cargo from Japan, will have quick

despatch as above. For Freight or Passage, apply to GIBB, LIVINGSTON & Co. Managers. Hongkong, October 24, 1887.

日六十月九年亥丁 Shipping.

Steamers.

INDO-CHINA STEAM NAVIGATION \_COMPANY, LIMITED.

FOR SHANGHAL-VIA SWATOW. (Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, NEW-CHWANG, HANKOW and Ports on \_ the YANGTSZE ) The Co.'s Steamship

Kutsang, Captain Jackson, will be despatched as above on WEDNESDAY, the 2nd November, at

For Freight or Passage, apply to JARDINE, MATHESON & Co... General Managers. Hougkong, October 29, 1887.

SIEMSSEN & Co..... Hongkong, October 31, 1887. . 2125 DOUGLAS STEAMSHIP COMPANY.

LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO. The Co.'s Steamship Thales.

despatched for the above Ports on THURSDAY, the 3rd November, at Daylight. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.,

Captain HUNTER, will be

General Managers.

Hongkong, October 28, 1887. OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL The Co.'s Steamship Telemachus,
Captain Jones, will be
despatched as above on

THURSDAY, the 3rd November. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, October 29, 1887.

NORDDEUTSCHER ELOYD. NOTICE: STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA)

The Co.'s Steamship Capt. W. von Schuck-MANN, will leave for the - General Werder, above Ports on or about the 3rd November. For further Particulars, apply to

MELCHERS & Co., Hongkong, October 28, 1887. NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI. The Co.'s Steamship Preussen, Captain C. Rohll, will leave for the above place about 24 hoursafter arrival with the outward

For Freight or Passage, apply to MELCHERS & Co.,

Hongkong, October 28, 1887.

SHIRE LINE OF STEAMERS. FOR LONDON AND HAMBURG The Steamship Glamorganshire. D. Davies, Commander, will be despatched for

the above Ports on FRIDAY, the 4th For Freight or Passage, apply to ADAMSON, BELL & Co.,

Hongkong, October 26, 1887. GLEN LINE OF STEAM PACKETS FOR LONDON VIA SUEZ CANAL

The Steamship Captain Quartly, will be despatched as above on or about the 5th November. For Freight or Passage, apply to JARDINE, MATHESON & Co.,

STEAMSHIP COMPANY, LIMITED. FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at PORT DARWIN & QUEENS

LAND PORTS, and taking through

Cargo to NEW ZEALAND,

EASTERN AND AUSTRALIAN

Hongkong, October 25, 1887.

TASMANIA, &c.) The Steamship Guthrie, Captain Green, will be despatched for the above Ports on WEDNESDAY, the 0th November, at Daylight. For Freight or Passage, apply to

RUSSELL & Co., Agents. Hongkong, October 22, 1887. STEAM TO SHANGHAL The P. & O. S. N. Co.'s

Steamship

Molwa

will leave for the above place about 24 hours after her arrival with the outward English Mail. E. L. WOODIN. Acting Superfutendent. P. & O. S. N. Co.'s Office.

PRICE, \$2 PER MONTH.

Shipping:

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY. Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-HWANG, TIENTSIN, HANKOW and Ports on the YANGISZE

The Co.'s Steamship Priam. despatched as above on MONDAY, the 7th Proximo.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, October 28, 1887... AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI AND TRIESTE.

CUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT and ADRIATIO PORTS.) The Co.'s Steamship Titania.

Company, Praya Contral.

Hongkong, October 31, 1887. STEAM TO YOKOHAMA, VIA NAGA-

Steamship Teheran will leave for the above places on FRIDAY, 11th November, at

E. L. WOODIN, Acting Superintendent. P. & Q. S. N. Co.'s Office.

> The P. & O. S. N. Co.'s Steamship

. & O. S. N. Co.'s Office. Hongkong, October 26, 1887.

STEAM FOR SINGAPORE, PENANG & BOMBAY, Having connection with Company's

AND GENOA. RANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS, up to CALLAO. Taking Cargo at through rates to

SATURDAY, the 12th November, at Noon. At Bomsay, the Steamers are discharging n Prince's Docks.

For Freight, apply to RUSSELL & Co.

despatch. For Freight, apply to MELCHERS & Co.,

have quick despatch. For Freight, apply to

Hongkong, October 21, 1887.

Aleither the Captain, the Agents, nor Owners will be Responsible for

ISAAC REED, American ship, Capt. J. D.

O. BACHRACH,

(Calling at COLOMBO.)

for the above Ports. E. L. WOODIN, Acting Superintendent.

NAVIGAZIONE GENERALE ITALIANA (FLORIO & RUBATIINO UNITED COMPANIES.)

Mail Stoamers to ADEN, SUEZ, PORT SAID. MESSINA, NAPLES, (LEGHORN).

BAGDAD. The Co.'s Steamship Disagno,

Captain Angosso, will be
despatched as above on

and Passage, apply to CARLOWITZ & Co.,

Sailing Vessels. FOR NEW YORK. South American.

Hongkong, October 6, 1887. FOR SAN FRANCISCO. Melusine.

Agents. Hongkong, October 8, 1887. FOR SAN FRANCISCO. The 100 A 1 British Barque

Not Responsible for Debta.

Crew of the following Vessels, during their stay in Hongkong Harbour :--Allie Rowe, Hawaiian brig Captain J. Phillips. - Wieler & Co. ARTA, British ship, Captain Thos. R. Anderson.-Arnhold, Karberg & Co. Buyo SEWELL, American ship, Capt. S.

FOR SHANGHAI. The Steamship Captain F. Sonulz, will be despatched for the above Port on WEDNESDAY, the 2nd November, at 4 p.m. For Freight or Passage, apply to (Taking Cargo at through rates to CAL-

> Capt. M. GAROFOLIOH, will be desputched as above on THURSDAY, the 10th November, at For further Particulars, regarding Freight and Passage, apply to the Agency of the

> > SAKI AND KOBE. (Passing through the INLAND SEA.) The P. & O. S. N. Co.'s

Hongkong, October 28, 1887. TEAM TO BOMBAY VIA STRAITS

will have quick despatch

Also to MARSEILLES, all MEDITER-MADRAS, PERSIAN GULF and

For further Particulars regarding Freight

Hongkong, October 29, 1887.

The 3/3 L.1.1. American Ship TUCKER, Master, will load here for the above Port, and will have quick despatch.

The 3/3 L.I.I. German Barque -C. Mehlsunger, Master, will load here and will have quick

RUSSELL & Co.

any Debt contracted by the Officers or

B. Ulmes. - Pustan & Co. Naldo,—Siemasen & Co. VELOUITY, British barque, Capt. R. Mar-2085 tiu.-Pustau & Co.

2064 | Hongkong, October 26, 1887.

Bandaneira,

AHRENS, Master, will load here
for the above Port, and will

### bege to announce service leaving for the North, he will give A FINAL PIANOFORTE RECITAL, Under the Patronage and in the. Presence of His Excellency THE

GOVERNOR,

### St. Andrew's Hall, CITY HALL, TO-MORROW EVENING,

2nd November, 1887. 1.—2 Etudes de Concert.... CHOPIN.

3. - Adagio and Rondo from the Emperor Concert BEETHOVEN. (No. 5)..... 2. - Barcarole .................................RUBINSTEIN. 3.—Cadenza from the GRIEG.

Piano-Concert ...... 1. —The Millwheel......JENSEN. 5.—Polacca......Wener-Liszt. I. —Fuguo ......Sohubert. Intermezzo...... SCHUMANN. .--Nocturne 5. —Tarautella......Nicode.

2. -Hungarian Rhapsody No: 14 (Introduction-National Hymn with varia- LISZT tions—Cadenza—Gipsy Polka—Interlude—Hungarian Ga-

AMagnificent NEW CONCERT-GRAND of the firm of Bechstein, Berlin, which has just arrived from Europe, will be used.

Tickets may be obtained from Messra-KELLY & WALBIL, LD., Messrs. KRUSE & Co., and Mesers. LANE, CRAWFORD & Co. Hongkong, November 1, 1887.



HONGKONG AMATEUR DRAMATIC CLUB.

THE FIRST PERFORMANCE OF THE SEASON, will take place

#### TUESDAY EVENING, the 8th November, at 9 p.m.,

When will be produced a Comedietta. J. W. BROUGHTON,

WITHERED LEAVES, A Comic Drama in Two Acts, entitled THE FIRST NIGHT.

Tickets may be obtained from Messrs. LANE, CHAWFORD & Co., on and after Tuesday, 1st November, at 9 a.m. H. M. THOMSETT, Hon. Secretary...

Hongkong, October 26, 1887.

## Notices to Consignees.

UNION LINE. NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG, PEN ANG AND SINGAPORE.

HE Steamship Guy Mannering, Captain HALL, having arrived from the above Ports. Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

The Steamer is berthed at Kowloon Piers and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th November, or they will not be recognised. RUSSELL & Co.,

Hongkong, October 27, 1887.

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM SOURABAYA, SAMARANG, BATAVIA AND SINGAPORE.

TIHE Company's S.S. Devonhurst, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Honekono AND KOWLOON WHARF AND GODOWN Co.. LD., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 3rd November will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by

\_\_ JARDINE, MATHESON & Co., Hongkong, October 27, 1887.

STEAMSHIP OXUS. COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London. Antwerp, Havre and Bordeaux, ex

Steamships Indus and Ville de Lille, in connection with the above Steamer, are hereby informed that their Goods-with the exception of Opium, Treasure and Valuables-are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

intimation is received from the Consigness before Noon To-pay (Saturday), the 29th Instant, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned.

DAY, the 4th November, at Noon, will in the United States, should be sent to the be subject to rent, and landing charges at Company's Offices in Scaled Envelopes, one cent per packet per dient. All Claims must be sent in to me on or Pracoisco. before Monday, the 7th November, or they

will not be recognised. No Fire Insurance has been effected. G. DE CHAMPEAUX. Agent

Hongkong, October 29, 1887.

Notices to Consignees.

THE BEN LINE OF STEAMERS. NOTICE TO CONSIGNEES. FROM ANTWERP, LONDON AND

SINGAPORE TTHE Stommship Benvenue, Captain I Thomson, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the

Undersigned, and to take immediate delivery of their Goods from alongside. The Steamer is berthed at the Kowloun Piers, and any Cargo impeding her discharge will there be landed into Godowns and stored at Consignees' risk and expense. Optional Cargo will be forwarded on, unless notice to the contrary be given before

4 pm. To-DAY, the 31st Instant. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 7th November will be subject to rent: All Claims must reach us before 4 p.m. of the 10th November, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by GIBB. LIVINGSTON & Co.,

Hengkong, October 31, 1887. 2123 UNION LINE.

NOTICE TO CONSIGNEES. FROM LONDON, PENANG AND SINGAPORE,

THE Steamship Devonshire, Captain Punvis, having arrived from the above Ports, Consignoss of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods

from alongside. The Steamer is berthed at Kowloon Piers and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected. All Claims against the Steamer must be

presented to the Undersigned on or before the 8th November, or they will not be re-RUSSELL & Co.,

Hongkong, October 31, 1887.

## To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY. (Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.)

The Co.'s Steamship Capt. MILLIGAN, will be DINE, MATHESON & Co. THURSDAY, the 3rd November, at Day-

For Freight or Passage, apply to BUTTERFIELD & SWIRE, ..

Hangkong, November 1, 1887. 2076 CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1886.

CHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia for the year ending 31st December last, in Order that the PROPORTION of PROFIT for that year may be arranged. Returns not sent in or Alterations will be allowed:

By Order of the Directors, JAS. B. COUGHTRIE,

Secretary. Hongkong, November 1, 1887.

SAIL-MAKER. YNENTS, AWNINGS A FLAGS. No. 23, Praya Central,

J. D. KILEY,

Hongkong, November 1, 1887. U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUGHING AT YOROHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF SYDNEY will be despatched San Francisco, via Yokohama, on TUESDAY, 22nd Instant, at 3 p.m.,

aking Passengers and Freight for Japan; he United States, and Europe. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, vià Overland Railways, to Havana, Trinidad, and

Demerara, and to ports in Mexico. Central and South America, by the Company's and connecting Steamers. Through Passage Tickets granted to

England, France, and Germany by all trans-Atlantic lines of Steamers. First-class Fares granted as follows :-

To San Francisco .... \$200.00 To San Francisco and return, 350.00 available for 6 months To Liverpool ......... 333.00 To London .... ... 338.00 To other European points at proportionate rates. Special reduced rates granted to

Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application. Passengers, who have paid full fare, reembarking at Gan Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 %. This allowance

does not upply to through fares from China and Japan to Europe. Preight will be received on board until Optional Cargo will be forwarded on, unless | p.m. the day previous to sailing. Parce Packages will be received at the office unti 5 p.m., same day; all Parcel Package

should be marked to address in full; valu of same is required. Consular Invoices to accompany Carro Goods remaining unclaimed after Far- destined to points beyond San Francisco, addressed to the Collector of Costons at Can

For further information se to Passage and Preight, apply to the Agency of the Company, No. 501, Queen's Boad Central. O. D. HARMAN. Hangkong, November 1, 1887.

DEPARTURES November 1:-

(11HE Undersigned heroby gives Notice that all Accounts Due in respect of the Butchery Business carried on in her name at Shanghai will from this date be

collected by Mr. V. VIZENOVICH, who alone is authorized to give receipts for the Fundan, for Whampon. LAVINIA HOPKINS Canton, for Whampoa. Shanghai, 20th March, 1887.

HE Undersigned begs to inform he numerous Customers and the General Public of Honorong and Our Pour Re-SIDENTS, that she is prepared to SUPPLY FRESH MEAT. VEGETABLES, GAME, BRAWNS, GAME PIES, PORK SAU-SAGES, &c., &c., &c.

NOTIUE.

To-day's Advertisements.

NOTICE.

All Orders will have prompt-and careful LAVINIA HOPKINS, Corner of Ningpo & Szechnen Roads,

SHANGHAI Shanghai, 1st November, 1887.

HONGKONG PUBLIC SCHOOL. WING to an outbreak of Measles in the Head Master's House, the above School is CLOSED.

Due Notice will be given of the date of Re-assembling. Hongkong, November 1, 1887.

## SHIPPING.

ARRIVALS.

October 31, 1887 :-Fushun, Ohinese steamer, 1,504, Croad, Shanghai October 25, and Amoy 30,

General.—C. M. S. N. Co. Falkenburg, German steamer, 988, Dreyer, Bangkok October 21, General. MELCHERS & Co.

November 1:-

Ningpo, British steamer, from Whampoa. Kutsang, British steamer, from Whampon.

Tetartos, Gorman str., 1,578, J. Petersen, Nagasaki October 27, Conl. -TAKASIMA COLLIERY." -Kashgar, British steamer, 1,515, C. Gadd,

Bombay October 13, General. - P. & O. Ingraban, German steamer, 894, M. Ruge, Swatow October 31, General.-Bun

Canton, British steamer, 1,110, J. Bremner, Shanghai October 29, General. -JAR-

~Danube, British steamer, 5619. Honsworth, Haiphong October 29, General .- A. R. MARTY. Sussex, British steamer, 1,620, J. P.

O'Callaghan, Saigon Oct. 26, Rice, Paddy, &c .-- ADAMSON, BELL & Co. Jason, British steamer, 1,411, J. Milligan, Liverpool, Penang and Singapore October 25, General.—BUTTERFIELD & SWIRE.

Haiphong, for Coast Ports. Anton, for Hollow and Pakhol. Fidelio, for Swatow. Anader, for Europe. Tris, for Bingapore. Benvenue, for Yokohama Oxfordshire, for Samarang. Meefoo, for Shanghai. City of Peking for San Francisco.

OLEARED.

Alwine, for Amoy. Clan Mackenzie, for Hoihow. Ghazee, for Singapore and Sydney. Osaka, for London. Devonshire, for Yokohama. Vorwaerts, for Touron. Ingraban, for Singapore.

PASSENCIERS Per Fushun, from Shanghai, Mannicha, and 72 Chinese. Per Falkenburg, from Bangkok, 20 Chi-

Per Kashgar, from Singapore, 120 Chi-Per Ingraban, from Swatow, 425 Chinese. Per Danube, from Haiphong, Mr George. Mr Mosieur Settin, and 42 Chinese. Per Jasson, from Singapore, 100 Chinese. Per Canton, from Shaughai, Mrs Mc-Phinon, and Mr Wilson, and 186 Chinese.

Per Anadyr, from Hongkong: for Saigon, Mr C. Repley, Mrs Kum Bong, Mr Say So and child, and I Chinese; for Sungapore, Mr Frank Franco and servant; for Colombo, Mesars Stewart, E. A. Perkins, W. M. Floyer; for Marseilles, General Brissand, Messrs W. MacDonald, F. S. Deacon, Lieut. Masson. From Shanghai for Saigon, Messrs Saridan, Valoutin, Aube, Guenee, Grenet, F. Clary; for Singapore, Messrs Pototsching and W. M. Darswali; for Port Said, Messra Foutossate and Lou Fing ; for Marseilles, Mr and Mrs E. Fergusson, Mr J. J. Keswick. Mr and Mrs Lepissier, 3 children and amah, Messrs Debsissy, Landale, Nayler, Mr and Mrs. Witt, Messrs Davidson, Pyne, J. R. Scott and Weaks. Per City of Peking, for Yokohama, Mr A.

nese; for San Francisco, Mr F. L. Brading, and 192 Chineso. SHIPPING REPORTS The British steamer Sussex reports October 26th, at 9.30 a.m., got up anchor and proceeded. Cape St. James was passed at 2.30; experienced strong East and North-Easterly winds with strong Southerly cur-

H. Dare, Mr T. J. Anderson, and I Chi-

and anchored at 1 p.m. POST OFFICE NOTICES. MAILS will close:-

rent and heavy head sea till arrival at

Hongkong. Passed Green Island at 12.30

For SHANGHAI -Per Ningpo, at 3.30 p.m., on Wednesday, the 2nd November. Per Kutsang, at 8.30 p.m., on Wednes day, the 2nd November.

For PORT DARWIN, SYDNEY, MEL. Per Tannadice, at 4 p.m., on Wednesday, the 2nd inst, For SWATOW, AMOY & TAIWANFOO Per Thales, at 5 p.m., on Wednesday, the 2nd November.

POST OFFICE NOTICES

MAILS BY THE GERMAN PACKET .--The German Contract Packet Sachsch will be despatched on WRUNESDAY, the 2nd November, with Mails for the United Kingdom, Europe and countries beyond, sid Brindisi; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta Gibraltar, &c., &c. The hours observed in closing the Mails, &c. will be the same as in the case of the British Packet. Correspondence should be marked PER

The British Contract Packet Verono will be despatched on TUESDAY, the 8th Nov., with Mails for the United Kingdom, Europe, and countries beyoud wid Brindisi; to the Straits Settle ments, Netherlands India, Burmah Ceylon, India, Aden, Egypt, Malta and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE FRENCH PACKET. The French Contract Packet Iraouadd will be despatched on TUESDAY the 15th Instant, with Mails to the United Kingdom, Europe, and places beyond, via Marseilles; to Saigon, Straite Settlements, Batavia, Burmah, Ceylon India (via Madras), the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltaras usual hours will be absorved in closing

HOURS OF CLOSING THE ENGLISH MAIL. Mails, &c., by the British Contract

Packet :--Day of Departure,-Noon. - Money Order Office closes, 2 P.M.-Registry of Letters ceases. Posting of all printed matter and

patterns ceases. 3 P.M. Mail closed, except for Late 3.10 P.M.—Letters may be posted with Late Fee of 10 cents until

3.30 P.M. - When the Post Office closes 3.40 r.m. Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

THE FRENCH MAIL The following hours are observed in closing Packet :-

Day before departure,-P.M. -Money Order Office closes Post Office closes, except the NIGHT Box, which is always open out of Office hours.

Day of departure,-A.M.-Post Office opens. A.M. Registry of Letters ceases. 10.30 A.M .- Posting of all printed matter and patterns ceases. 11 A.M. Mails closed, except for Late 11.10 L.M. Letters may be posted with Late Fee of 10 cents until 11.30 A.M. - When the Post Office closes

entirely. 11.40 A.M. - Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

MEMOS. FOR TO-MORROW

Shipping. 4 p. m. - Kutsang leaves for Shanghai. 4 p.m .- Ningpo leaves for Shanghal 4 p. mi - German Mail leaves for Bremen and Ports of Call.

Amusements. 9 p.m -Concert at the City Hall.

General Memoranda. HURSDAY, November 8:-

Goods per Devonffurst undelivered after this date subject to rent. FRIDAY, November 4:--Noon.-Auction of Government Steam Launch Stanley. Goods per Steamer Oxus unclaimed after Noon subject to rent

BATURDAY, November b :--Goods per Guy Mannering undelivered after this date subject to rent. Monday, November 7: Goods per Benvenue undelivered att

this date subject to rent. Tuesday, November 8:---Claims against the Devonshire must ment in to Messra Hussell & Co., on o before this date.

WEDNESDAY November 9 :---Celebrate Her Majesty's Jubilee. THURSDAY, November 10: Celebrate Her Majesty's Jubilee. WEDNESDAY. November 30:-

List of Contributions to the H.K. Fire Insurance Company, Ltd., to be sent in before this date. Insurance Co., Limited, to be sent in before this date.

A. S. WATSON & Co., LIMITED.

OUR NEW SEASON'S FLOWER & VEGETABLE SEEDS

OWREADY FO DELIVERY. VEGETABLE PARCEL, price \$7.50 FLOWER PARCELS, \$10 & \$5.

SPECIAL FLORISTS' SEEDS in separate named varieties. CATALOGUES ON APPLICATION. THE HUNGKONG DISPENSARY.

23 The publication of this issue commenced at 7.15 at m. 200

Hongkong, September 20, 1887. 1831

HONGKONG, TERBOAY, NOVEMBER 1, 1887.

TELFGRAMS. (From Singapore Papers.)

THE UNEMPLOYED. London, 22nd October. The Lord Mayor has summoned an in finential Committee to consider what step can be taken to relieve distress.

The mob still parades the streets, inflammatory speeches continue, also skirmishes with the police. ZULULAND.

Dinizulu is discontented, and the country

very disturbed. The Dragoons have been ordered up.

The Right Hon: Beresford Hope. LOCAL AND GENERAL.

OBITUARY.

PASSED SUEZ CANAL CUTWARD BOUND :- Victora, H. Hearfager, Aug. 23 : Deucalion, Oct. 4: Dardanus, Gleneagles, 7 : Tooman, 10 : Alinacroig, 11: Menclaus, Glenshiel, 14; Melbourne, Monmouthshire, Tartar, Teresa, Frigga, 18: Bengloe, Oopack, 21: Cyclops, Flintshire Nestor, Poseidon, Cambodia, 25. HOMEWARD BOUND:- Hankow, Sept. 16: Bothwell Castle, 23; Glenavon, Lord of the Isles, 27; Henlarig, Hector, 30; Agamemnon, Volga, I olyhymnia, Carmarthenshire, Oct. 4; Elektra, Glenearn, 7 Diemingh. 11 : Cardinanshire. 14 : Moray, 18; Glenfall ch, Imperator, 21 Benalder, Neckar, Yangtst, Palamed

The etenuship Malwa, with the English Mail of September 30, left Singapore about Wednesday, the 2nd inst. This The Norddentscher Lloyd S. S. Co.

steamship Preusen. with the next outat moon, and may be expected here The P. M. S. S. Co.'s S. S. City of Sydney, | auctionser was Mr J. Sampson. with the AMERICAN MAIL of the 11th ult. was to leave Yokohama on Tues-

Hamburg, left Singapore for this po on the 27th ultimo, and may be expected here on or about the 2nd insti-The O. S. S. Co.'s steamer Priam, from Liverpool, left Singapore on the 28th ultimo, and may be expected here on or about the 4th inst. The Navegazione Generale Italiana Co. steamer Bisagno left Singapore for this port on the 28th pito, and may be expected to arrive on or about the 4th

The Indo China Steam Navigation Co.'s steamer Wingsang, from Calcutta, left Singapore on the 29th ultimo, and may be expected here on or about the The Austro-Hungarian Lloyd's S. N. Co.'s The Asswer to the Nizam's OFFER. steamship Titania, from Trieste, left

left Port Darwin for this port on the 28th pit, and may be expected here on or about the 3ch inst.

WE would remind our readers of Heyf Köhler's pisnoforte recital to-more

THE O. & O. S. S. San Pablo is to be despatched for San Francisco, via Yokohams, on Saturday, 12th] November. She will not call at Honolula.

THE Nam tan rendition case was mentioned again in Court to-day and a letter was read from Mesers Wotton and Descon withdrawing from the defence. The case was again remanded for a week.

Four bostmen who had begun the Jubiles rejoicings rather early were charged at the Police Court to-day with setting fire to crackers ou board their boat. Three were fined \$2 each and the case against the fourth was remanded.

A CHAIR COOLIE was finded 50 cents, at the Police Court to-day, for forcing past the sentry at Murray Barracks. He says ho carried one of the officers up to the Peak and was told to come for payment. As, 9 p.m. -A. D. C. Performance at City however, there is a separate entrance for coolies, the accused was punished for his obstinacy and impudence.

WE learn that Captain Hoyland of the s. s. Powan, on his way to Canton, on Sunday night, when close to First Bar Island, picked up three men who were clinging to the List of Contributions to the China Fire bottom of a capsized junk. The men had been in the water for some time and there were a good many junks round about, but the yells of the shipwrecked men failed to make any impression on their hard-hearted countrymen. After being taken on board the lowan, the four men were supplied with tea and coffee and were landed safe and cound at Whampoa.

> THERE members of the Kwong Hop Chong boarding house, No. 108 Queen, Road West. -were charged with illegally detaining a farmer in the boarding-house for the purpose of emigration. The farmer said he came down from Canton with two men who said they wished to get some money from this house. They put him into a room in the house, then disappeared, and he found that he was a prisoner guarded by the boarding-house people, who tried to induce him to go to Singapore. He managed. however, to get on the verandah, and by endeavouring to climb down the side of the house and yelling, he attracted an Indian Constable, who came and liberated him. Such is the plaintiff's story, and the evidence was so far corroborated by the Constable. The case was remanded.

Eleven lots of Crown land, Nos. 1,097 to 1107, were disposed of yesterday afternoon by auction at rates ranging from \$4.91 to \$2,93 per square foot. The lots are situated on the site of the old Eastern Market, opposite the Guard-House. The first four front the Queen's Road and measure each 16 feet by 65 feet. The fifth lot is a corner lot in the form of a trapezium, measuring 27ft. 6in. on the Queen's Road side, 13ft. 4in. on the North, 65 feet on the East and 66 feet on the West. The remaining six lots front the road between Queen's Road and the Praya and run back behind the other lots. They all measure 15 feet in front (East) and 15 feet 6in, on the West: but, as to depth, the sides vary from 73 feet 11in (N.) and 77 feet 4in. (S.) to 57 feet (N.) and 60 feet 4in. (S.) The following

	Contents	Annual	Upset	Purchasing.
Vo.	in square	Rent.	Price.	Price.
الاد روزانات	feet.		3	
isi-	1,040	20	2.080	4,050
7	The second secon	20	2,080	4,200
2	1,040	of the Lands of the		19
-3	1,040	-20	2,080	4,560
4	1,040	26	2,080	.4.600
ő	1.340	22	2.680	6,600
. 6	1,134	20	2,270	3,850
7	1,083	20	2,170	3,200
			1	والأراب المسامل المراكب المراكب
8	1,032	20	2,070	3,025
.9	98I		1,970	3,000
10	031	18	1,870	.   2,925
11	880	16	1,760	3,450
- 0				
نا ال	may be t		TUG TOUR	lots with

Bellerophon, Glenroy, Electra, Titan, frontage to Queen's Road brought higher rates than those fronting the street between Oneen's Road and the Prays. The highest price was obtained for blo. 5, the cor. ner lot, which fetched as much as \$4.91 per on Thursday, the 27th ultime, at 4 foot. The buyers were No. 1, Yung Sui; p.m., and may be expected here on or No. 2, Chang Shing; No. 3, Wong Shing; packet brings replies to letters de. No. 4, Chang Shing; No. 5, A. Tack; No. spatched from Hongkong on Aug. 6, Chang King; No. 7, Yung Sui; No. 8, Mr Lysaught No. 9, A Tack; No. 10, A Tack No. 11, Mr Kircumann, There was ward German Mail, dated Berlin, 4th a large attendance at the sale, the majority ult., left Singapore on the 28th ult. being Chinese, and the bidding was keen. on or about Wednesday, the 2nd inst. The total sum obtained was \$43,460. The

day, the lat instant, and may be ex. The Japanese Government has been asked pected here on or about Monday, by the committee of the British Exhibition of Agricultural Products to send samples to the exhibition, which will be opened in The D. D. R. steamer Iphigenia, from London or Liverpool about February or

Ir has been reported to the Japanese

Government that a quantity of coal is being anded secretly in the vicinity of Isushima from Hongkong and neighbourhood, having come by way of Shanghai. The authorities are taking steps to enquire into the matter. THE last news of Ayna Khan is that a

Sirder of his, who is reported to have reach. ed Mashad, states that Ayub, with only one servant, was wandering in the desert in great straits, and in every risk of dying from exposure.

Colonel Marshall left Simis on Saturday, Singapore for this port on the 30th 10th October, for Hyderabad, bearing the nit and may be expected here on or answer, are believe, of the Government of India to the bigam's offer. His Hybress's The E. & A. S. S. Co.'s steamer Gulbrie Patriolic Proposal to tender and to the Co. vernment has, we need scarcely say, been scknowledged in litting terms, though probably the exact method of applying the gift has been lait open. The question of We note that the Public School is closed combined defensive measures for India in which Native Princes say share is one of anch imperial importance that it recurse

# Vessels Advertised as Loading.

Date of Leaving. Agents. Captain. Vesse's. Destinut in. & O. S. N. Co......Quick despatch. November 2, at 4 p.m. Bremen, and Ports of 'all .... Butterfield & Swire..... Jardine, Matheson & Co..... About November 5. November 4. Adamson, Bell & Co...... London and Hamburg ...... November 8, at 4 p.m. P. & O. S. S. Co...... Veroph (s)..... F. Speck... London, and Ports of Call ... November 12, at noon. Bisnen (s)... Anfosso ..... Marseilles, Genoa, &c.... Nov. 11, at daylight. P. & O. S. N. Co..... Nagasaki, Kobé and Yokohama Tekeran (8)..... Quick despatch. South American..... November 12, at 3 p.m. San Francisco, via Yokohama. San Pablo (s)..... Pacific Mail S. S. Co..... November 22, at 3 p.m. San Francisco, via Yokohama. City of Sydney (s)...... Quick despatch. Melchers & Co..... Quick despatch. San Francisco..... Russell & Co..... Bandaneira November 2, at 4 p.m. Quick despatch. P. & O. S. N. Co...... Malwa (8).... Shanghai. Quick despatch. Norddeutscher Lloyd ...... November 2, at 4 p.m Jardine, Matheson & Co..... ..Kutsang (s) ......Jackson....... Shanghai, via Swatow ..... Butterfield & Swire ..... Nov. 3, at daylight. Butterfield & Swire .... November 7. Nov. 3, at daylight. Douglas Lapraik & Co.... Nov. 9, at daylight. Gibb. Livingston & Co.... Quick despatch. Sydney and Melbourne, &c ..... Cloncurry (s)................. Deasen....... November 10, at noon. November 15, at 3 p.m. Adamson, Bell & Co.... 

			SHA	re i	ist.—Quo	TATIONS.		November 1, 1887.		
	The state of the s		los. of Value.		Position PER Reserve.	LAST REPORT. Balances.f'ward	Last Dividenu	Closing Quatalum, Cash.		
	BANKS. Hongkong and Shanghai Basik Corp.	60, Out	ď i	all	\$ 3,930,000	8 8,228.50 at working a/c	30/ for ½ year to June 30/87	138 % prem., buyers; 147, March, sales		
	INSURANCES. North-China Insurance Co., Ld	5,000	£ 2.	£ 50		Tla. 406,132.00	Tls. 23,65 for 1886	Fis. 257;		
	Yangtsze Insurance Company, Ld	8,000 10,000 24,000	p 25	\$ 2	£ 50,000 3 614,000 \$ 600,000	314,012.90 3 245.240 04	20% Wannuiu	605), sules		
1	Cinton Insurance Office Co., Ld Chinese Insurance Co., Limited	1,500	1 250 1,05	\$ 50 \$ 20	188,000 1 28,711 5	\$ 494,405.00 8 125,771.29	10 % for 1886 8 % for 1886 827.50 for '85	370, sellers 3215 per share, sellers 3377, sales		
i i	Hongkong Fire Insurance Co., Ld., ina Fire Insurance Co., Ld., Singapore Insurance Company, Ld.	20,000 40,000	8 10 8 100	\$ 20 \$ 2	612,50	243,738.44	8 6 for 1885	\$79, sales \$19, buyers \$18, buyers		
	The Straits Fire Insurance Co., Ld. The Straits Insurance Co., Ld	T	1		200,00	3 75,832.5		<b>329</b> , 0		
	Douglas Steamship Co., Limited	2. 网络海绵	1	all all		A series of the	7 % half year June 30/87 8 %	\$206 \$46\frac{1}{2} nom.		
e	In to-Ohina S. N. Company, Limite	d 18, 387	e L	€ 1 € 1	0			12\frac{1}{2} % dis., sellers		
10 10 10	。 Tripst (1) が、 第四数 (1) k 🚓 (4 k k ra abrill (2) k ra (1) k li (1) e k li (1) e k k li (1) e k k ra (1) k li (1) k li (1) k li (1) e k k ra (1) k li (1) k li (1) k li (1) e k k ra (1) k li (1) k li (1) k li (1) e k k ra (1) k li (1) k					<b>3</b> 1,492.9	Gl 9 for 1 pr	EQ P/ means		
ô-	HK. and China Gas Co., Limited.	5,19 1,90	DE 1	ell 27.	A 180 01	£ _ 1,527.3.1	10 % and 2 % bomus for 'of	\$130 per share, buyers, fully		
cr Cr	Hongkong Hotel Company, Lt 3,000 shs. issued On na Sugar Company, Limited					8 678.9 8 13,781.5	\$5 half yea June 30 188' 8 % for 1 yea to June 30/8'	\$185 ex div., nominal		
	Hongkong Ice Company, Limited	5,00	0 <b>8</b>	lb all	8 :0,00 8 0.00		12 % for 188	6 \$54 11 6 \$110 " er div., nomina		
ti	Perak Sugar Company, Limited.  Perak Sugar Cultivation Co  Perak Tin Mining & Sting Co	7,00 5,00	ori:	IIa No		t29,303.1	8 None None None	\$50 is nominal The 18 is nominal		
201	Punjom & Sunghie Dun Samatan	1	6					134 buvers		

HK. & Kow. Wharf & Godown Co. 17,000 8 843 per share, sales H'song Rope Manufactory Co., Ld. 3.00. 3 2,730.09 13 % for 1886 65 % preus. A S. Watson & Co. Limited ...... 3.800\$ RK High-Level Tram ways Co. Add 1 2502 l'ay ible. June 164 Dec. 1

31804

note Importal 1884 B.

Depreciation and Insurance Fund

% prem. invert % prem., buyers 10 % prem., buyers

MAILS BY THE BRITISH PACKET .-

GERMAN MAIL, or with the name of the

the Mails, Sc. The following hours are observed in closing

HOURS OF CLOSING Mails, &c., by the French Contract

November 1, 1887.

the 7th inst.

about the 6th inst.

the Heat Marter's house

table will show how the lots were disposed

Martin Grusiaers Lin - Torier.

THE LAST OF THE DACOIT LEADERS. -The Pionter of the 10th inet Bays :- It is good nows which to-day announces the surprise and death of Bo Shwe, the last remaining and in some respects the most formidable of the dasoit leaders against whom the ainco the occupation of the country. The last of the barons of Burma had indeed no political standing : on the contrary, it may se usefully remembered by those who re gard the dacoits as patriots rightly struggling to be free, that his hand had been lo yours as much against Theebaw as it eve was against his British successors. He was simply a bold freehooter, rather more auda clous and cunning than the rest, and strong in the possession of a most difficult country:

THE NEED OF GOOD SHOOTING AMONG SOI piers, -General - Sir F. Roberts, Com mander in Chief of the Indian Army, took opportunity at the prize distribution following on the Simia rifle meeting, to emphasise once more the necessity of good shooting among all who might be called upon to take part in the defence of the Empire, whether Regulars or Volunteers. With a small Army like ours, said Sir F. Roberts, it was the bounden duty of officers to encourage to the utmost of their power rifle shooting among their men. It should be the pride of the latter to excel in the use of the rifle THE STUDY OF UNINESE, JAPANESE, AND so as to have confidence before the enemy. Russian .- Whatever the advantages may battle if a brigade or division or a whole (says the Leeds Mercury) at this epoch to army corps were composed of crack shots. study Chinese, Japanese, and Russian. As he had said before, if it should ever be The field of the engineer in a few years will his lot again to command an army in the have a rich harvest in the Far East, for once field, he should select those regiments who | ground is broken with great trunk railways could shoot well. - Pioncer.

Minister at Berlin, purchased 3 steel guns, | vocabulary when the merchant gets away

Dr. Doberck, in his meteorological report for September, says :- A great number of ter-effects the low pressure near the centre. The solar radiation was both with regard to intensity and to duration below the average. The true air-temperature, the tension of the average. The mean force of the wind teract the strength of the wind nearer the i he early morning hours on the 11th furnish a striking instance of the hot. dry, and close weather, that precedes a ty-

Punch, says a correspondent, hits the right nail on the head in this week's cartoon. The supersession of Sir Edward Hamley is too gross and gratuitous a mistake to be passed over in silence. We are none too rich in tried and capable generals who have both studied the theory of war and practically applied it. The great Dake of Wellington once recommended a dashing beau sabreur whose intellect was not generally thought as brilliant as his swordsmanship for the command of an expedition which was being sent out to take Rangoon, and when the Promier of the day mildly auggested that the gallant officer in question was thought to be a fool, the Duke replied to the astonished Cabinet, So he is a fool, and a confounded fool; but he can take Rangoon. That was in the days of great commanders. We are not now in such flourishing circumstances that our second and third-rate generals can be entrusted with difficult and dangerous missions, and one of the most brilliant and accomplished soldiers of our time can certainly not be spared. Lord Wolseley must put all personal feeling in his pocket, and Lord Tennyson may live to add a supplement to the charming verses in which two years ago he paid homage to the military genius and the six streets near the Steamer Whatf to achievements of Sir Edward Hamley.

the new P'ci-t'ang Cathe tal are being pushed on with astounding rapidity, and when completed the new buildings will crown the efforts which foreignors have Saeds proceeds under the protection of made in recent times to lay solid foundstions for themselves in China. The new soldiers. site is almost within bow-shot of the one, within the Imperial city, and is much larger in area and vastly superior in situation. The only fly in the ointment was a small Buddhist shrine, which stood on the interfere with the building. Yesterday south front of the ground. This has been expropriated and razed to the ground. opening out a magnificent approach to the new building. Already rows upon have been erected of elegant and commodious buildings separated by wide spaces. The northern portion, nearest to completion; the beautiful new ! chapel is now undergoing its internal ornamentation. The Oathedral lifts its solid mass slowly from the ground, and begins collect the Customs does in Canton to display its fine basilican proportions. . It will be a worthy rival of the new College readily seized by the populace and formed. at Tiental and it is nearly the same stage linto a report that the Customs are farmed of forwardness. The busiest and the fold liest man in China is the Abbe Favier, the Michael Angelo of Peking. To see him in the mids of his 4 5 10 workmen, who cover land that shall henceforth belong to some the ground like anta, is a sight to inspirit foreign power and not to China. the languid, while his long pipe and accessories impart a comfortable assurance of a mind at rest in the thick of physical activities. The site of the Cathedral Cayers | that he is storting a good many actemes probably as smeet as all the foreign legations. a Paking put together.

as started a new Singless newspaper in instigation of Russis, has been intriguing

on the subject. Nothing of late has occurred which would seem to justify this rumour. Persia for years past has been hoisting her this or that island or bit of coast. in the Gulf where she seemed to think no one would interfere with her; but she has always quietly withdrawn when the English Government has pointed out that she was efforts of our troops have been directed doing wrong. She would like to gain a footing at Bahrein no doubt, and she may have intrigued with local chiefs there to forward her plans; but Russia has no more to do with action of this kind than Germany or any other European Power. The Shah, at Teheran, undoubtedly feels and responds to the direct pressure of Russian diplomacy, but His Majesty is not blind to the importance of conciliating England, and in the Persian Gulf at least our interests are in no way endangered by the intrigues of the local officials. The bugbear of Russian interference in that part of Porsia has not arisen yet, and it is not likely to, so long as our relations with the Shah's Government continue on their present footing. The slightest sign of Russian action in that direction will be a sign that Persia has abandoned herself wholly and entirely to the dictation of the Ozar's Government; and this she certainly will not do so long as England has a representative at Tehuran to warn the Shah against the danger of absorption by his powerful and unscrupulous neighbour.

Our experience in various parts of the world be of learning Greek early or late, through be should have given notice. At all events showed what could be done by a handful of modern Greek or through the dry tomes of the objection was morely a technical one, men who could shoot straight, but it re- variorum editions, young men destined for because Mr Wilson had been in correspondmained to be seen what could be effected in engineering would find it to their interest ance with him about the case and must were not merely well drilled, but who had in China the demand for modern speed of shown on the musketry range that they communication will enlarge. In that enterprise Englishmen should take the foremost share both on political and commercial grounds. England, China, and Russia are such a case as this was not entitled to suc-FROM a statement furnished by the Vice- the Great Powers in Asia, and the time roy at Canton it appears that during the must come when China will welcome the he maintained that it could only be taken as vear ended the 28th August, 1886, the friendliness of England as a neighbour on following purchases of foreign arms were her western and southern border. England made in Hongkong : 55 Winchester rifles, stands well in relation to China at present; one broock-loading piece of ordnance, one but as the country will become much more to the ship she was ready to sail, and the Whitworth breech-loading piece of ordn- accessible in the near future, our favourable ance of steel. 620 muzzle-loading guns, 987 position depends not a little on the men we chien li-ti (1) long rifles, 4 Armstrong | send to the country or who drift there in muzzle-loading guns of steel, 1,345 Snider | the course of business, knowing as intimaterifles, and 3 pieces of muzzle-loading steel ly as they can the people and their languordnance. Hall Ching ch'eng, the Chinese | age. 'Pigeon' English has a very limited with 21 chambers each, for the Canton Go- | from the coast, and an engineer who could vernment, and a finchich (1) piece of ord- dispense with an interpreter should be able in question were not. names was bought in the firm of Telge & Co., to direct his workmon well. In Japan the Shanghai. The guns have been duly sup- | European has splendid prospects, for in a plied with shot, powder, percussion caps short time the t eaty difficulties will be adand fittings, and a detailed account of the justed and the whole country opened to the age to Sourabaya, Java. I remember expenditure will be furnished later on. All traffic and personal freedom of the foreigner. the above purchases were made prior to the | China goes much slower than Lapan; but receipt of the board's despatch on the sub- with a Russian railway across Siberia to ject, the terms of which will be strictly ob- Vladivostock on the north, and Japanese example to stimulate her, the day of mo-

mentous change is not remote.

typhoons were experienced in the neighbour- CLEARLY AN IMPOSTOR .- A woman in New | shippers that the oil must, be put on the hood of the Colony in the course of the York is claiming to be the legitimate | deck because there was no room below. month. They were generally preceded by daughter of Queen Victoria. Her story, as saw either the shippers or the people who thunder-storms, which occasionally occur all she tells it, is that she is the eldest child of represented them. The shippers put the round the centre beyond the area where the the marriage between Victoria and Prince | goods on board themselves. I gave them windisstrong. Nearer the centre, but before Albert, but that Prince Albert had an the coolies to assist in putting the goods on the wind began to rise, the clouds assumed illegitimate daughter, and that the mother board, and they placed thom on board. The the form of roll-cumulus which prevails till of that daughter, the Countess Reuss, com- shippers asked me to take more il than full typhoon force is reached. The mean pelled the Prince Consort, by threats of I could take, and I had to return some of it height of the mercurial column during this exposure, to place her child in the royal as the deck was full of oil. The coolies . month was below the average of previous household, and that the daughter of the who put the cargo on board were paid by Septembers, but not very much, as the Queen was given to a family to take to us. It is the ship's duty to place the goods Germany, on the 21st of November, 1840. on the 10th of February, 1840, and the direction of the owner of the cil, and poster, who is seeking to work upon the credulous people, or she is a crank, who | wind was blowing almostattract public attention, and her silly story should be speedily relegated to that obscurity which is its proper fate.

### THE DISTURBANCE AT CANTON. (From our correspondent)

Canton, Monday, Ogt. 31. Yesterday, four men were arrested for attempting to take advantage of the dispute between the officials and the residents in create a riot. They led an attack on the THE Chinese Times says :- The works at It is thought their intention was to repeat the programme of Sept. 1883.

The building of the Customs Examining

principle men of the district and put them in prison until they would promise not to over a thousand men invaded the Nam Hoi's Yamen, determined not to leave until their friends were released. As the Nam Hoi would not release them, they called as which is allotted to the Sisters, is the whilst they themselves returned home to wait under more comfortable circumstances.

> out to foreignets, and any land required for building is regarded as an attempt to secure Numerous anonymous placards are being put out, demouncing the Vicerov, stating

SUPREME COURT. IN SUMMARY-JURISDICTION. (Hefore Mr A. J. Leach, Acting Puisne. Judge). Tuesday, Nov. 1.

This is a claim for a sum of \$1052.42 restricted to \$1000, for the non-delivery of 284 cases of peanut oil shipped on board the defendant's vessel, the S. S. Illusus. Mr H. F. O. Wilson (of Messra Wotton and Deacon's office) appeared for the plaintiff and Mr. Wilkinson (of Measrs Caldwell and Wilkinson) for the defendant: Mr Wilson stated that when application

CHUN PUIT NAMED. ONG GO.

was made by the owner for his cargo he was told that it had been jettisoned and therefore could not be delivered. No spacial defence had been filed, and be should simply put in the bill of lading. He submitted that the onto of proof rested on the defendant. With reference to the bill of lading, he mentioned that some words in Malay written on it in red ink had been translated 284 cases of oil: leaky, and this translation his friend admitted.

Mr Wilkinson declined to admit the bil of lading, but afterwards, to save time, consented to its being put in. He then proceeded to state his defence. The cargo, stated, was deck cargo, and it was made so by the special request of the shipper. It had been jettisoned for the safety of the ship in a typhoon, that course being rendered absolutely necessary. He submitted that the law was perfectly clear on this subject, and that what he had stated was an absolute defence for the

Mr Wilson said he must certainly object to this special defence as he had received

Mr Wilkins n said he did not see why have known what the defence would be His Lordship remarked that Mr Wilson could hardly expect to receive any notice of the defence; it was the only defence that could be given so far as he could see.

Mr Wilkinson then proceeded to refer to a number of analagous cases, contending that they all showed that the plaintiff in ceed. With reference to the bill of lading prima facie evidence but not as conclusive evidence. On this point he also quoted a number of cases. When this cargo was brought shipper specially requested that it should be placed on deck. The oil was packed in boxes which were open on top, and there was evidently no intention on the part o the shipper that the cargo should be put down below. It was, in fact, impossible that it could be put down below unless it had been in proper tight cases, which these Evidence was then heard for the defence

Eduard Roura, said—L am the master of

the s. s. Illusus. I remember my last vovshipping certain cases of oil there. I shipped them the day before I left. I intended to sea, sufficiently so to move some of the action during the ten years since the Quay effective measure to absorb the silver leave the day they came on board, but not being ready left the day after. We had still more cargo to take on board, and be sides the tide would not allow us to leave. I remember what was said about how these goods were shipped. The Agent told the America. Such a ridiculous story is not on board. The coolies, acting on the deserving of a moment's credit. No in- orders of the shippers, put the goods on the cident in modern history is more free from poop. The lower dack was full of oil shipany possible doubt than the birth of ped by different shippers. I was told that Princess Victoria, now Crown Princess of the plaintiff's oil was for Hongkong. It was placed on the poop because the lower deck The Queen and Prince Albert were married was full. It was placed there under the birth of the Princess Victoria was celebrat- looked on. The cases were not closed ed in such a public manner and was so well they were open on the top. I never carried attested as to make mistake or deception oil before this time. If I had had room impossible. It is safe to say that every mo- down below I should not have placed them ment of the Princes. Victoria's life, from there, because they were not covered and the time of her birth until now, can be ac- might have spoilt any cargo that was uncounted for by a host of witnesses, and that derneath them. After leaving Singapore, this woman's story, if it were thought worth on the 17th September, I met with a while, could be disproved by evidence very heavy typhoon, and in the interests which would convince the most incredulous. of the ship and all on board I had to jetti-The days of changelings have gone by. Not son oil and betel nuts. The reason why even the novelist nowadays deres to make this part of the cargo was jettisoned was use of the incident of children changed in because its weight against the side of the the cradie, although it is true that such a yessel put her in danger. When we shipthing is the foundation of Pinafore! but ped this oil the ship was in good condition the Buttercups that mix the babies up are to go to sea. When we came to Hongkone not found outside of burlesque or we had the ship surveyed. [Asked again comi copera. This woman is either an im- why he had considered it necessary to jet. tigon the oil. The barometer told me that imaginations and sympathics of silly and a typhoon was coming, and already the fancies she is what she claims to be. In a typhoon; the ship was rolling heavily, the either event she should not be permitted to cargo on the deck had begun to move, and already three of the cases were broken, the for. oil being spilt on the deck. Cross-examined by Mr Wilson-I put

ropes around the cases to keep them from shifting, but it was of no use. I have not got my log here; I have it on board. Mr Wilson said he had given the witness notice to produce his log book. Cross-examination continued The was in tins, but those were in bad condition and leaky. By the movement of the ship three tins were broken. The sea had begun to break over the ship. It was breaking over the poop from time to time. cases of oil had been removed from the poop and placed on the main deck at Sing-Steamer Wharf with a view to burning it, poore. I should have signed the bill of lad ing for these goods, but it was not presented to me. I know the quantity of goods on board because the employes of the super cargo give me an account of it. The bill of lading produced was not presented If I had had the 284 cases of leaky unless the employes of the agents at the news with considerable incredulity and interests different from those of England, Singapore. It is not a fact that my ship were loath to believe that such an action and France is such, will be allowed to have was overladen; when I saw there was was going on, when they could point to its way in Morocco. - I ioneer. enough cargo I stopped any more from works which had stood the test of years many beggars as they could to wait for them, coming on board. When we left Sourabaya and were apparently as strong as on the the draught of the ship was about 2) feet day after their completion. However, the and a few inches aft and about two feet less new discovery was trumpeted abroad forward. Leaving Singapore our draft was with all the impressiveness of a scientific The fact that foreigners are engaged to a few inches less. The Marine Surveyor truth. Anyone, who knew Abordeen and at Singapore saked me if I had any cargo was acquainted with the history of the new on deck, and he found that my ship was | dock which had been the means of leaddrawing too much water because she was ling up to the great scientific revelation, old, but that is not my opinion, because might suspect the statements of she had a good certificate which he himself engineer, if they remembered that gaye. The surveyor thought because the was dock in question began to leak a few an old yessel she should not carry so much | weeks after it was opened and that durwhen I was leaving Singapore to the to has gone on ; but those unacquainted with Sourabaya. It did not limit the vessel to such details were usturnly a little startled | mercial importance. The old Hymntine | swell to the prisoner through en interpreter any draught of water. I did not read it at the resterated essection that sea water myself, but it was read to me. I don't know was calling away the concrete of a substan-

right to throw the deck cargo overboard f those on board. I have always a right to carry cargo on deck whem I surec to do so with the shipper. I spoke to the people who were shipping the mil all the time they were loading. I spuke to them in Malay.

By His Lordshin The deck-eargo consisted entirely of oil and betch nuts. had not been for the leck cargo. I should not have had to jettison anything. It was certain that the ship would have come to grief had I not jettisoned. The cases would get loose and damage the sides of the vessel. The oil packages I threw overboard as they were. All the other owners cargo were advised that we were taking dock H. L. Coloridge, chief engineer of the

Illysus, said-I was chi f engineer on the voyage from Sourabaya to Hongkong. I remember the ship taking cargo of oil from Sourabaya I on deck most of the time that the cargo was being put on board. I saw the cargo in question stowed; it was not stowed by putting the leading questions. Mr Messent men belonging to the ship : I don't know whether they were employed by the ship, mind on all the points, but he would do so Among those who superintended the stow- and report in regular form. Meantime he ing of the argo were some strangers and could enswer vaguely any broad questions some who belonged to the ship. I know lout to him. What the papers would dethat at-least one of the owners of the cargo scribe as " a sensation " passed round the came on board. The oil which was shipped | table when Mr. Messent, in answer to the for Hongkong I heard was the last that Lord Provost, stated that, on the outer and came on board. All the oil was placed on linner walls of the doc't there was a three the deck. The oil we took on from Singa linch veneer of hard coment, and the who pore was placed on deck abreast of the after body of concrete between these two outer hatch. I don't know where it had been crusts, comprising a wall twelve and a half before, but I know it was part of the oil feet thick, was in a swollen and pulpy state. that was placed on deck. I saw men As to the cause of this swelling and soft. come on board the ship in charge of ening of the concrete, Mr Messent

left. The cargo was not removed until we result that the water had soaked through very well, then the machinery got out of too thin to resist it. In brief, therefore, order and we could not go on so fast, and machinery was repaired. When we had got two days out we encountered bad weather, a head wind and heavy sea. The deck cargo then became dangerous because the cases were beginning to break loose, and the oil spilt on the deck made it very

Oross-examined-I don't know of any precautions that were taken on deck be- Inspector as to whether there was any speed was not slackened. If it had been, that would only have made the ship roll was just sufficiently suggestive to make worse. We had some sail set at that time. further questions, in answer to which Mr At the time they were taking in the awn- Messent, though evidently not anxious to ings there was a heavy sea. I don't know discuss the subject, admitted that unless keep this cargo steady before it was thrown erected there was no doubt that the south to its legitimate share in providing metallic overboard. The ship rolled a great deal at pier was in the greatest danger of collapse. times; we could walk on deck by laying The statement caused another thrill round hold on things. There was no necessity to the table. lash anyhody on deck. There were some of the steam-winch pipes covering boards, ing the new "chemical-action" theory a return to the bi-metallic system in conand some boards belonging to the cabin, diver was sent down the other day-I junction with free mintage, as prior to carried away. There was never any danger | won't say by whom-to examine the con- 1875, on a fixed ratio of 154 silver to or to the ship. I only saw one sea break over | crete surface at Provost Jamieson's Quay, of gold ; that the United States of Ameri the deck where the cargo was before it was and he received orders to take up specimens | revert to the bi-metallic system on t thrown overboard. It was a pretty heavy with him showing the effect of the chemical same lines, or point out some equally

come on board were so insecure that they could not be placed below; a large propor. The result has not been reported to the sovereign, issuing silver coinage in tion of them were leaking. There was no Board. room in the hold for them in the hold at any rate. I saw the oil running over the deck before we left Sourabaya This concluded the evidence for the de-

fendant. Mr Wilson, in answer to the defence. said the plaintiff in this case was not the shipper of the cargo but the consignee, and was therefore not bound by any consent, if such consent there was, at all, there being no notice of it, either in the bill of lading or otherwise. He submitted that a mere verbal consent, in any case, would not have been sufficient to alter the written document. But he denied entirely that there was any such consent, and for this reason. that the amount of freight charged, as he should be able to prove was the full amount for between-decks cargo. Also the amount of premium paid for insurance was only what would be charged in the case of its being between-decks cargo. No notice whatever was given to the insurance company that it was to be deck cargo, and they issued a policy for ordinary between-decks cargo. He also alleged that the ship on leaving Singapore was considerably over-

Evidence for the plaintiff was then called. The plaintiff, examined by Mr Wilson, said-I carry on business with Choo Yun under the name of Tong Chan. I bought some oil at Sourabaya which was shipped to me by the Illusts. I got the bill of lading produced. I sent a boat off for the oil when the ship arrived, and my men were told that it had been thrown overboard. never got any of my oil. I never had any notice from anybody that that cargo was shipped on deck with the shipper's onsent. I got a letter along with the bill of lading, but it contained nothing to that effect. The freight charged for the oil was sufficient for between deck cargo. The car go was insured for \$700. The cargo was paid

By Mr Wilkinson-The cargo was insured in Sou abaya. I have never known of oil being carried on deck before. My own cargoes of oil are always below, whether they are coming to me or whether I am sending them. I know that such cargoes have been always below deck, because my men have told me so; and the bills of lading have always been worded in the same way as the one produced. At this stage the further hearing of the

case was adjourned, no date being fixed." THE ACTION OF SEA-WATER ON CONCRETE.

interested in the construction of docks, which cement played an important part delivered them, on that bill of lading an Aberdeen engineer of a serious dele- useless; and there are other points along being presented. The words in Malay on terious chemical action of salt water on the coast said by military experts to comthe bill of lading were correct, because the concrete. A proof of this action was given | mand the Straits; so that unless the school cases were leaky. I don't know how those by the effect of the water on the concrete of politicians who would have England rewords were put there. I don't know who in a new dry dock in Aberdsen and also on tire from the world's business or at any rate

the read it to me word for word. If the that thek. The effect of the blazing forth

all the cargo on shore. I have always a good bodies who watched over the in to yield the palm to Salonica, to which, as amid ships, the carpenters broad axe he for the security of my vessel and the lives | care. At last, however, they seem to have munication is established, a large part of the first class passongers; numbering about paper, says on the matter :-

At the close of the Harbour Board meeting on 19th Sept., matters of delicate import were discussed in committee with closed doors. Mr Messent, who had completed his inspection of the Graving dock, was there to give his verbal opinion to the Board, and was proceeding to do so when the Lord Provost suggested that the Horbour Engineer should withdraw. This was agreed to, and Mr Smith loft the room Then the interrogation went on, the Provost istated that he had not fully made up hi the oil we took on at Sourabaya. I saw | quite explicit. There had been damage to some of them on board until the ship the works at the end "wings," with the reached Singapore. After leaving Singa | the concrete, which, mixed in the proporgapore for the first four days we got on tions laid down in the specifications. was the cause of the failure, according to Mr we put into a port called Touron, where the Messent, was the impoverishment of the concrete by the too free admixture of sand and stones.

admitted that he had heard of dock walls being built with cement in the proportions referred to, but he had never known them 'to produce good results." 'One of the members interrogated the lecture he said that the use of silver as and the taking in of the after awning. The danger of a collapse of the south breakwater. "Not yet," was the reply, which whether any precautions were taken to immediate steps were taken and a sea apron

Pressed upon this point, Mr. Messent

In the search after information concern- other States of the Latin Union should was built. The diver returned without the which they are the greatest known pr Re-examined-All the cases of oil I saw specimens; he couldn't get any, because ducers in the world; that Great Britain an the surface was as hard as a Caithness slab. Iroland and dependencies abolish the ha

> THE PRESENT POSITION OF MOROCCO.

The case of Morocco is unique in history.

Although it is nearer the heart of European

British possession, and although it pos-

sesses a splendid climate and a fertile soil. it has succeeded in shutting out. European enterprise and commerce, and in maintaining the Oriental character of its government and institutions more absolutely than any country of the East. Muley Hassan has boiled and bastinadoed and tortured his subjects as bravely as ever did an Afghan Chief, and while the emissaries of the Anti-Slavery Association are scouring distant seas and islands in quest of dragons to slay, slaves are bought and sold openly in the towns of Merocco some five or six days' sail from London. The causes of this isolation, at least those which have operated within the last century, are probably connected more with the jealousies of the civilising. agents who might have broken it down than with the power of the Moors to resist their efforts. Morocco to be civilised must first be conquered or annexed by some European Power: for the Maroquins themselves have no wish to undergo the process, knowing that it could only result in Europeans gaining control of the wealth of the country; but unfortunitely the European Powers have not yet arrived at that stage of mutual trust and disinterestedness that they can witness with equanimity and confidence one of their number conquering a fertile country for its own and the common good. France, Spain and Italy each complete her dominion along the Southern Mediterranean seaboard towards the West Italy, because it would give her an equi poise to Tunis; and Spain because she always believed, to a certain extent naturally enough, that Morocco ought properly to be ners, and that the next Charles V., born in the Peninsula would certainly annex Each, in a word, desires Morocco purely for her own purposes, and just for that reason each helps to prevent any change in the existing state of things, which must continue till one or other of the Powers is strong enough to dely opposition. couple of years ago France, strengthened by great spiritual Chief of Morocco, began diverted from it partly by the failure of her colonial policy in other quarters of the Some time ago the world of at least all globe, and partly by ominous hints from some of the other Powers . England's policy, should the present ruler die and certain. About a century ago Nelson de-

one never fall to be a centre of the highest monstrated most cordial approval. As the consequence, has ceased to be one of the hour approached next tlay, preparations surveyor could have samued me that I was of his alleged discovery by the sainte so. great keys to international trade, and from I went forward solomety round the fore. but all with a riew to honog his own pursa. Round to supplied a typhoon I should have put ginest was to brothink for a long time the Loon were all riew seems destined that. The building block was laid

terests of Aberdeen harbour with maternal about as safe and certifu through com its side, stages for aprotators rigged to examine the dock and report. The re- where it appears a good hotel now affords was led out between two quarter-masters sout less already revealed to the Harbour land unbealthy inns with which so many to stand while the purse in a surplice. Commissioners of Aberdeen that the ches English war-correspondents and familiar, read out the first year of The wearing mical action theory won't stand the test. They can go up the Danube, past the of the Green," which was then sund Hore is what Bon Accord, an Abordeen interesting fortifications of Neustadt, and by two hundred voices, yet, though and an interesting study in the wast fortithey prefer, home coming travellers can flung down the Chinamat Si als face.

y various routes through Enrape. from Bosnia. Herzegovina, and to a large went up from the crowd forward, expressextent from Servia; but with an opening ing supreme contempt for the skill of our quarters -- Overland Mail.

THE SILVER QUESTION.

Under the auspices of the London Work

ing Men's Association a lecture was de-

livered on the 17th Sept, in the Trophy Room at the American Exhibition, Earl'scourt, by Mr. D. P. Stunt Montoth, F.S.A., on 'The Silver Question,' In his without a tail. money was very ancient. It seemed to him that the currency difficulties could best be met by a truce between the rival parties of monometallists and hi-metallists for say ten years on the following terms :- That it was desi able that the Government should adopt measures for securing an international agreement by which silver might be restored currency sufficient for the wants of the world. The basis of such agreement should rest on the grounds that France and the

exchange to 1s. 8d., such duty to be take off in the event of exchange reaching I 10d, per rupee; that the Bank of Englan and banks of issue throughout the Unite Kingdom be empowered to issue note civilisation than any other Musalman against gold and silver in the proportion power, although its chief port was once a one-third of silver to twothirds of gold their reserve against issue, and that t present duty of Is. 6d, an ounce on silv and plate be taken off, and that a nomin duty of 3d. an ounce be substituted. The was an immense field in India and China supply the natives with bangles and oth silver ornaments if we only gave the articles of fineness in silver and harmon ing to their tastes. If manufacturers this country set themselves against natiprejudices and supplied goods of inferior fineness and shocking native tastes as patterns they might expect Americans to oust them out in India, as they were now trying to do in China. The main issue in the gold and silver controversy had been an endeavour to displace silver throughout the world. The outcome had been that vast sums of gold had been drawn to the East.

and virtually lost in hoarding. The production of gold in the world was unequal to the demand, and unless silver was brought more into use there was a risk of heathendom absorbing the supplies of gold.

LOSS OF A PIGTAIL The following anecdote is from Mere Shakings, by J. Keamo (Messra Ward & Downey). The author relates how a Chinaman set five to a ship for the purpose of robbing it, and underwent in consequence covet Morocco: France: because it would the preliminary ceremony of an execution by beheading. Little damage had been lone. It became evident that the fire.

which was dead out, had been the work an incendiary; a great quantity of uncon sumed combustible matter was found among the remains of six half-burnt chests, which had been stacked together, containing nothing else. A gang of men were sent down to clar the place out, so that the passengers might return to their boxes and shelter, a d then attention was directed to them, with a vew of incovering the culprit. But now it apneared that they had already pitched on the man who had done the deed, for on the support of the Prince of Vazan, the going among them, at the fore side of the foremest where he could not be seen from to think of making the attempt, but was laft, was discovered the body of an appa. rently dead Chinaman, hanging by the thumbs to thin cord lashings. He was ut down in spite of much noisy opposition and strong threats of yielent resistance on the part of the Chinese passengers, who had piers, graving docks, or any sea-works in troubles arise in the country, is tolerably suspended him. One old celestial, whose tail had whiteved under the rains of clared that with Laugier in the hands of an | many sessons in Singapore, and who spoke on board, the supercargo would have were slarmed by the alleged discovery by enemy the possession of Gibraltar would be English fluently, made himself spokesman, and explained that the man hung up had g been seen to bring the boxes on board, and was well known to many of the Chinamen I on board, and a member of a well-known H gang of thieves; declaring that unless R would have informed the person who made a breakwater which had been constructed be nothing more than a sleeping partner in | his life was given up to them, then and out the bill of lading that the cases were some fifteen years ago. Experts received the concern, gaio the day, no Power with there, the whole seven hundred Chinamen were determined to take him by force. gain time, the captain promised that if he was allowed one day to examine the prison. fer he should then be banded back to them. which was agreed to. In the hands of RAILWAY TO CONSTANTINOPLE | the doctor the man came round again. The connection of the European system He was then secured in irons in tale of railroads with Constantinople and ty. The ship was still three days Saionics will soon be an accomplished fact. from Hong Kong, the first place at which The line from Belgrade to Salonica is stated | the prisoner could be handed over to to be in working order, but the Porte the proper authorities. To avoid a certain and hundredths. maintains a gap between Vranja and Lakub | disturbance among the Chinamen forward. in consequence of a disagreement with the the quarter-deck deliberations resulted in railway syndicate. It is this branch of the au announcement, fore and aft the ship. fork which chiefly interests Anglo-Indians that the execution, with all due form and and travellers from the far East and per- occamony as practised under the English 100. The certificate referred to was given to me ing the last two years continued haps in the future will have, of the two ex flag, would take place at noon the next day the greater political and com- and the sentence was communicated imprescapital, though by virtue of its position it in procence of all his com trymen, who de-

been awakened out of their lethargic indif- the passenger and lighter traffic from the lahundred assembled on the oridges, boats. ference, and, although scarcely any of them far East will doubtless be transferred. Briv- | and louise near, with all the allip a people know anything about the mutters they are I dist and the Italian railway system will cor- The fore rigging, and all the fore part of called to look after, they had enough gum- respondingly suffer Travellers from India | the deck, awarmed with Chinamon eaver tion in their heads to ngago Mr Mess ut, will find an agreeable variation in their for vengeance. At noon the ship's bell one of the best authorities on the subject, route home. They can stay at Belgrade began to toll. Shortly after the prisoner port has not yet been given, but Mr Mes, the traveller an alternative to the filthy when hear the block he was made spend a few days at Pesth and Pressburg: I knowing his time had come, the culprit and military men will probably find a genial howed no remorse or repentance. Que volcome from a charming class of officers, victim's countenance remained impassive and inscrutable, as though monided in natty. fications and garrison of Komorn. O., if The last service over, three querymasters take the train at Noustadt, and visit his head on the centre of the broad with Agram, and pass on it Innspruck and so cher's block. One man seized his queue, while two held his feet, pulling with The political consequences of the com- all their strength against one another. etion of this line must be as important as The moor wretch's neck was stretched the commercial. When the route is once kull it went trick. The chief officer established it will become of vital interest raised the axe, flourished it round and to Austria, and secondarily to Germany, and | round his head, threatening to bring it the struggle between Austrian and Russian down time after time, natil suspense had interests in the western half of the Balkan worked unlookers up to the pitch of agony. Peninsula will necessarily become more pro- Suddenly down swept the broad blade, a rasp nounced. Indeed, the politics of the East and thud; to the opposite side of the deck of Europe will assume an entirely new aspect | flew the man who had been extending the when Austria acquires the chief control of body. The axe had clean severed the Chithis important connection. She has ma naman's tail an inch from his head. A pronaged hitherto to block out English trade longed, disgusted exclamation of Hisisia

> from Salonica we must expect to see her executioner, and for our national manner commercial intrigues in those regions vigo- of performing, which even the prisoner rously contested by England, Italy, Be soomed to share, for the sneer with which he gium, France, and perhaps even Germany. regained his feet was the first indication of On the other hand, Russia can hardly be interest in the matter he had displayed. In expected to see Austria-Hungary acquiring, the confusion following, the prisoner was led without a stroke, the enormous political and | back to confinement. Not much difficulty trade advantages this connection will give was experienced in convincing the others her without making a vigorous effort to that, by English law, two attempts to exobtain some compensating benefit in other ecute the same man could not be made on the same day. So convinced were they of the bona file character of the exhibition that they gave no more trouble, and ultimately-taking into consideration that the loss of the tail is so much more calamitous than the loss of the head-they consented to the man's being given over to the law in Hongkong, where he was dealt with in a way less preferable than death to him, being condemned to live a convict

#### Quotations

Hongkong, November, 1. OPIUM-New Patna, cash, .. 497 to 500 cash. New Benares, cash, 400 to 4921 New Malwa, cash ... 520 Allowance, Taels ... 28/48 Old Maiws, cash, ... 540/60 Allowance, faels... 28/48 Persian, Oily, cash 600 Allowance, Taols... None Persian, Paper tied 750

1875, on a fixed ratio of 151 silver to one	Allowance, Taels None
of gold; that the United States of America	and the first of the first of the control of the first of
revert to the bi-metallic system on the	Exchange.
samo lines, or point out some equally	Hongkong, November 1.
eff ctive measure to absorb the silver of	On London-
which they are the greatest known pro-	Bank, Wire 311
ducers in the world; that Great Britain and	Bank, Wire. 3/13 On demand: 3/12
Ireland and dependencies abolish the half-	80 days' sight
sovereign, issuing silver coinage in its	,, 80 days' sight, 3/2, 3/21
room; that India levy a duty on exports	Oredits, 4 , 3/21
from her shores sufficient to keep up	Documentary, 4 months' sight, 3,2
exchange to 1s. 8d., such duty to be taken	On Paris — All Control of the Contro
off in the event of exchange reaching Is.	Ou demand, 3.99
10d, per rupee; that the Bank of England	On demand, 3.99 Credits, 4 months' sight, 4.08
and banks of issue throughout the United	On New York—
Kingdom be empowered to issue notes against gold and silver in the proportion of	On demand, 763
one-third of silver to twothirds of gold as	On New York— On demand,
their reserve against issue, and that the	Billing bloom hairs - The Property of the Street Contraction
present duty of Is. 6d, an ounce on silver	Wire, 224
and plate be taken off, and that a nominal	Wire,
duty of 3d. an ounce be substituted. There	
was an immense field in India and China to	Wire, 2241
supply the natives with bangles and other,	Un demand, 2241
silver ornaments if we only gave them	On Shanghal—
articles of fineness in aliver and harmonis-	On Shanghai— On demand, 721 30 days' sight 731
ing to their tastes. If manufacturers in	30 days' sight
this country set themselves against native	Gold Leaf, 100 fin

# Temperature. (Taken at Messrs Falconer & Co.'s Premises. Queen's Itead.

	METER	A					, 16
Ţ	)o. )o.		P. 1	,,	in the second		.12
	MOMES O	K.K [		đ		70	
D	<b>)</b>	4	P.)	f	4. (*) 194. <b>(*)</b>	74	b 21.5
41		(Wet D				63 - 61	
D	)o.	D	O	154	Y.M.	- 65	
	ho. No. Mi	Maxii nimur				74 68	
					X-12		

#### METEOROLOGICAL REGISTER. AT 4 P.M. TO-DAY. Barometer . . . 80.08 Temperature Humidite. Direction of Wind . E Weather Hongkong Observatory, Nov. 1, 1887.

CHINA COAST METEOROLOGICAL REGISTER.

2.5 2.5 2.5 2.5 2.5 2.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3	1 A	<b>)</b>	3711	iđ,		<b>.</b>
Baroneter re-	32 o	Bumidity	Direction.	Farce.	Weather	Bata durin
				-	(SEC. 3)	-
l'ostock, 30.	31 47		80	2	O	7
igozaki 30. anghai 30.		84	NE	1 2	b O	
noy 30.	06 80	51	NR	8	Ъ.	<i>13</i> € 1
ngkong 30. uphong 30.	08 74 12 71	59 67	SE RNE	1	. O	
linao 29.	90 85		MR	2	, <b>b</b>	-
mila 29. Ocm	90 83 Ber 31	63	. 10		0	\
ostook. 30	22 46		RAP		o	
gasaki 30. anghai 30,	17 — 17 <i>R</i> 1	1 ÷ ' - ' - ' 1	NN NNW	2		
aoy 30.,	12, 68	85,	WBW	3	or O	
ngkong 30. iphong	14 74	49 —		0	0	
іп≞о 29.1	97 82		818		Ъ	17.

The barometer has faller Gradients are slight in the North and moderate for N.E. winds over the China Sea. The weather is cloudy but fine and dry. The temperature is moderate.

W. DOBBECK. Government Astronomer. Hongkong Observatory, October 31.

1. Bancuarun, reduced to 33 degrees Pahrenacit, and to the level of the see in inches, tenths 2. Tempenature, in the shade in degrees, Fabrenheit. 5. Howings, in percentage of selection, the

bumidity of sir suburated with moisture being i. Drazorma or Wine, to two points. 5. Ponon of Wines, specially to Beautor

6. Brate by Waterse & Dies day, & delacted clouds, & driesting, san, flog, a gloomy, hall, Clightneng, o overrast, p yearing showers, | Squally, resin, a show, I thunday, v visibility 1. Bate in inches, beatle and handredline.

COMPANY, LIMITED. CHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sont to the HEAD OFFICE, No. 14, Praya Central, will

receive prompt attention. In the Event of Complaints being found. recessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfac Op

D. GILLIES, Secretary. Hongkong, August 25, 1885.

WINTER TIME TABLE. THE KOWLOON FERRY. STEAM-LAUNCH

MORNING STAR Runs Daily as a Fenny Boat between Peddar's Wharf and Tsim-Tsa-Tsui at the following hours:-This Time Table will take effect from the 17rm Octobes, 1887.

Graves K'loon. Leaves H.K. Liedves K'loon. Leaves H.K. 7.00 A.M. 6.00 A.M. 7.00 A.M. 7.30 , 8.00 , 10.30 ,, 12.30 P.M. 11.00 1.00 г.м 12,30 P.M. 4.006.45 , ,

\* There will be no Launch on Monday and Friday, on account of coaling. The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

NOW READY.

THE REVENUE OF CHINA. A SERIES OF ARTICLES Reprinted from 'The China Mail.' WITH AN APPENDIX.

THIS PAMPHLET is Now Ready, and may be had at the OFFICE OF THIS PAPER, Mossis. Lane, Crawford & Co.'s, Messrs. Kelly & Walsh's, And Mr. W. BREWER'S.

Insurances.

THE LONDON ASSURANCE. INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First,

A. D. 1720. THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:-

Marine Department. Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia. Fire Department.

Policies issued for long or short periods at purrent rates.

Life Department. Policies issued for sums not exceeding . £5,000 at reduced rates. HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872. QUEEN FIRE INSURANCE COM-PANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. NORTON & Co., Agents.

Hongkong, July 15, 1887. NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co. Hongkong, January 1, 1882.

Mails.

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE,

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship BATAVIA, 2,553 Tons Register, PRICE, Commander, will be despatched for VAN COUVER, B.C., vid KOBE and YOKO. HAMA, on TUESDAY, the 15th November,

To be followed by S.S. PARTHIA on the 10th December, and ABYSSINIA, on the 3rd January. Connection will be made at Yokohama

with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the -PACIFIC COAST STEAMSHIP COMPANY. Through Passage Tickets granted to Eng-

land, France, and Germany by all trans-Atlantic lines of Steamers. First-class Fares granted as follows :--To Vancouver Mex ... ... \$160.00 To Victoria and San Francisco 175.00 To all common points in Can-

ada and the United States To Liverpool ... ... ... 300.00 To London ... ... To other European points at proportionato rates. Special reduced rates granted to

Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japaneso Customs, to be obtained on application. Corsular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C. Freight will be received on board until

4 p.m. on the 14th November. All Parcels must be sent to our Office and should be marked to address in full and the same will be received by us unt 5 p.m. the day previous to sailing. For information as to Passage or Freight

ADAMSON, BELL & Co.

Hongkong, October 20, 1687.

Intimations.

Mails.

NORDDEUTSCHER LLOYD.

STEAM FOR

SINGAPORE, COLOMBO, ADEN,

SAID, BRINDISI, GENOA.

PORTS IN THE LEVANTE, BLACK

SEA & BALTIC PORTS;

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS.

THE COMPANY'S STEAMERS WILL CALL

AND LUGOAGE.

PORTS.

Value of Packages are required.

and carries a Doctor and Stewardess.-

MELCHERS & Co.,

Agents.

For further Particulars, apply to

Hongkong, October 26, 1887.

STEAM FOR

ADEN, SUEZ, PORT SAID,

BRINDISI, ANCONA, VENICE,

TRIESTE, PLYMOUTH,

AND LONDON:

ALSO,

SINGAPORE, PENANG, COLOMBO

- NOTICE,

SUEZ, PORT

PUBLISHED BI-MONTHLY,

THE CHINA REVIEW.

TENTH YEAR. THIS Moview, which was intended to meet I the wants of many students of Chinese caused by the discontinuance of ! Notes and Queries on China and Japan, has renched its Fourteenth Volume. The Review discusses ANTWERP, BREMEN & HAMBURG, those topics which are uppermost in the minds of students of the Far East and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes, and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., GALVESTON & SOUTH AMERICAN of China, Japan, Mougolia, Tibet, and the For East generally. Recently a new de-AT SOUTHAMPTON TO LAND PASSENGERS parture has been taken, and the Review no gives papers on Trade, Commerce, at N.B. - Cargo can be taken on through Bills | Descriptive notes of Travel by well-know writers. It was thought that by extendi of Lading for the principal places in the scope of the Review in this direction

ON WEDNESDAY, the 2nd day of No-The Review department receives spec vember, 1887, at 4 p. m., the Company's Steamship SACHSEN. Captain JAEGER, attention, and endeavours are made. with MAILS, PASSENGERS, SPECIE, present a careful and concise record and CARGO, will leave this port as above, Literature on China etc., and to critiques embodying sketches of the M Shipping Orders will be granted till- recent works on such topics. Authors a Noon, Cargo will be received on board Publishers are requested to forward wor until 4 p.m., Specie and Parcels until 3 to Editor, China Review, care of Chi

p,m. on the 1st November. (Parcels are Mail Office.' The Notes and Queries are still continu not to be sent on board; they must be and form an important means of obtain left at the Agency's Office). Contents and from and diffusing among students know lodge on obscure points. The Steamer has splendid Accommodation

Original contributions in Chinese, La or any of the Modern Languages are The papers are contributed by members of the various Consular, the perial Customs, and Hongkong Servi and also by the Missionary bodies amount whom a high degree of Chinese scholar is assiduously cultivated. Amongst regular contributors are Drs. Chala Eitel, Bretschneider, and Hirth, Profe Legge, and Messrs Balfour, Watters, St Phillips, MacIntyre, Groot, Jamie Faber, Kopsch, Parker, Playfair, G Piton, and Taylor,—all well-known has indicative of sound scholarship and thoro mastery of their subject. MALTA, MARSEILLES, GIBRALTAR, The Subscription is fixed at \$6.50

excellence which characterises that publi-

tation, and altogether forms a very

corologists will find an interesting and

"Notes on the Dutch Occupation

Trubner's Oriental Record contains the

following notice of the China Review:-

The present publication, judging by the

number now before us, is intended to

occupy a position, as regards China and the

neighbouring countries, some what similar

ation, rendering some such channel of pub-

licity as is now provided extremely desir-

able; and contributions of much interest

Overland China Mail, and China Benieve

Advertisements, &c., for the China Mak, Wolf

the number.'-H.K. Daily Press.

ger, Ohina Mail Office. BOMBAY, MADRAS, CALOUTTA, AND OPINIONS OF THE PRESS. AUSTRALIA:

'All our learned societies should N. B.—Cargo can be taken on through Bills scribe to this scholarly and enterprisin of Lading for BATAVIA, PERSIAN new.'-Northern Christian Advocate (U GULF PORTS, MARSEILLES, 'The China Review \* \* \* has an TRIESTE, HAMBURG, NEW YORK cellent table of contents.'-Celestial En AND BOSTON. The Publication always contains sul SPECIE ONLY LANDED AT PLYMOUTH of interest to sojourners in the Far Eas

THE PERINGUEAR AND ORIENTAL STRAM the present issue will hold favourable NAVIGATION COMPANY'S Steam-ship advantageous comparison, with prece VERONA, Captain F. Speck, with Her Majesty's Mails, will be despatched rom this for LONDON, via BOMBAY and SUEZ CANAL, on TUESDAY, the 8th November, at 4 p.m. Cargo will be received on board until

10 a.m. on the day of sailing. Parcels and Specie (Gold) at the Office interesting and readable number. intil Noon on the day of sailing. Tea, Silk and Valuables for Europe valuable contribution by Dr. Fritsche, will be transhipped at Colombo; Gen- on "the Amount of Precipitation (Rain -ral Cargo for London will be conveyed and Snow) of Peking," showing the results vid Bombay without transhipment, arriving of observations made at the Imperial Rusme week later than by the ordinary direct | sian Observatory at Peking, from 1841 to

coute viá Colombo. of Formosa," by Mr. Geo. Phillips, contains For further Particulars regarding some interesting information, although FREIGHT and PASSAGE, apply to the much of it is second-hand. The Notices of PENINSULAR & ORIENTAL STEAM NAVIGA-New Books include a most generous and tion Company's Office, Hongkong. appreciative review of "The Divine Classic The Contents and Value of Packages we of Nan-Hua," and the Notes and Queries required to be declared prior to shipment. Shippers are particularly requested to are as usual very interesting.'-North-China Daily Noise-

note the terms and conditions of the Company's Black Bills of Lading. Passengers desirous of insuring their bagage can do so on application at the Com-E. L. WOODIN.

P. & O. S. N. Co.'s Office, Hongkong, October 26, 1887. Occidental & Oriental Steam-

Acting Superintendent.

Ship Company. TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE

THE OVERLAND RAILWAYS, ATLANTIC & OTHER CONNECTING

STEAMERS. THE Steamship SAN PABLO will be despatched for San Francisco, via Jokohama, on SATURDAY, the 12th November, at 3 p.m.

to that which has been filled in India by the Connection being made at Yokohama, Calcutta Review. The great degree of atwith Steamers from Shanghai and Japan tention that has been bestowed of late years upon the investigation of Chinese literature. All Parcel Packages should be marked antiquities, and social developments, to say address in full; and same will be received nothing of linguistic studies, has led to the at the Company's Office, until 5 p.m. the accumulation of important stores of inform-

lay previous to sailing. First-class Fares granted as follows :-To San Francisco .... \$200,00 To San Francisco and return, ] 350.00 available for 6 months .... To Liverpool ... 333.00 To London ... ... ...

Po other European points at proportionate rate. Special reduced rates granted to Officers of the Army, Navy, Civil Servi and the Imperial Chinese Customs, to be ubtained on application. Passengers, who have paid full fare, re-

embarking at San Francisco for China or Ispan (or vice versa) within one year will be sllowed a discount of 10%. This allowance loes not apply to through fares from China and Japan to Burope. Consular Invoices to accompany Cargo

lestined to points beyond San Francisco, in the United States, should be sent to the the Review, if carried out with punctuality Company's Offices, addressed to the Collector of Customs, San Francisco. For further information as to Freight ir Passage, apply to the Agency of the Jompany, No. 501, Queen's Road Central.

C. D. HARMAN, Hongkong, November 1, 1887.

NOW READY. THE COMMERCIAL LAW AFFECT. I ING CHINESE; with special referonce to PARTNERSHIP REGISTRATION AND

BANKRUPTUT LAWS IN HONGEONG. Copies may be had at the China Mail Office, and at Messre LANE, CRAWFORD & 2041 Co. -- Price, 75 cents.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vesser in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowleong shore k., and those in the body of the

Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections. 7. From Naval Yard to Blue Buildings.

1. From Green Islan I to the Gas Works. 10. Kowloon Wharves. 11. Jardine's Whari.

8. From Blue Buildings to East Point. 2. From Gas Works to Jardine's Wharf. 9. From Kellett's Island to North Point. 3. From Jardine's Wharf to the Harbour Master's Otto. 4. From Harbour Master's to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Poddar's Wharf. 6. From Peddar's Wharf to the Naval Yard.

K 8	rture has been taken, and the Review now				Flag and	Ton		Date of	Consignees or Agents.	Destination.	Remarks.
pa	vos papers on Trade, Commerce, and	Vessel's Name.	1 0	Captain.	Rig.	1200	•	Arrival.			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1 5	escriptive notes of Travel by well-known		₹ ~			.   <del></del>			And the control of the control of		
U	iters. It was thought that by extending										1.00 1.00 1.00
W	e scope of the Review in this direction,	Steamers	: . :: : . : :			1	ے ا		1575 Jan & Cla	Hoihow	
th	a scope of the neglet in this direction,	Alwino	3 h	Samuelsen	Ger. str	1 . '	- I <b>-</b>		Wieler & Co.		5.0
	e Magazine would be mademore generally	Ardgay	1	Clook	Brit. st				Yuan Fat Hong		
ิน	eful.	Ardgay	Ř .	Coulter	Brit. str	. 92	8 (C	)ct. 21	Adamson, Bell & Co.		For sale
1 .	The Review department receives special	Athou		Coch	Dut. ychi	∀ 8	37. J	June 15	Arnhold, Karberg & Co.	Clanchai	
	r it and andangang are made. W	ISATIAN	J . 1	7177.Car		1	1 1	Nov. 1	Jardine, Matheson & Co.	Shanghai	
	TOPOTO OF			NITSECTOR SEASONS.	<b>1</b>			Oct. 26	Butterfield & Swire		3rd inst.
	Think att and to prove			~! <b>`</b> ~! <b>`</b> #########################				Oct. 29	Melchers & Co.	Saigon	To-day
	out the Ladistan about the At Tipe Hills	I Dining	v ·	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1		: "L		Nov.	A. R. Marty	Haipho	TO-MAJ
. DF	Anthorn an analytical Anthorn Billi	I DANIIIN AAAAAAAAAAAA	v	O TTO 15 TO 12 AT AVELLA	• ) <del> </del>	مهر [		Oct. 30	Siemssen & Co.	<b>北</b> 海 (1) (1) (1) (1) (1) (1)	
		I IAMITA	"	CACOD KITITOGET - 4 + 4 + 4 + 4			,	Oct. 3	Russell & Co.	The state of the s	
	Editor, China Review, care of China	I Devonante	•	PIT READONAL TO A	-	``I	. 1		Melchers & Co.	Bangkok	
	- 11 A C	THE PROPERTY AND ASSESSED TO THE PROPERTY OF T	<b>7</b>	Chr. 103 0x	-			Oct. 31	Arnhold, Karberg & Co.	Haiphong	3rd inst.
1	fail Office.' The Notes and Queries are still continued	Feern -		cLund	LALL. DU			Oct. 3	in M S N Co	Shangbai'	
•	The Notes and Queries are sent continuous and form an important means of obtaining	Fuchur	4	h Crosd	. Chi. st	r, 150	04	Oct3	10. M. S. N. Co.	Yokohama	
โ∤ก	nd form an important means of obstaining	Carrend Worden	10	Schuckmann	. Gor. st	-, ·			8 Melchers & Co.	Singapore	To-day
-   €	rom and diffusing among students know-					r.   170	64	Oct. 2	Gibb, Livingston & Co.		To-day
1. 1	• • • • • • • • • • • • • • • • • • • •			AND ATMINANT BALLIAGE	•   <del></del>		43	Oct. 2	Adamson, Bell & Co.	London, &c.	For sale
		Glamorganshiro	μ.	Tel Danier			79	Sept. 1	9 Bun Hin Chan	err	To-morrow
- 1 e	I C	11100110	·U	IN	· · · · · · · · · · · · · · · · · · ·			Nov	1 Bon Hin Uhan	Singapore	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
;	hange of views and discussion of various							Nov.	1 Jardine, Matheson & Co.	Shanghai	To-morrow
								Oct. 3	1 C. M. S. N. Co.	Shanghai	To-day
17	Original contributions in Chinese, Latin,	A THE CALL TO SERVICE AND ADDRESS OF THE PARTY OF THE PAR	113	CHEATREST HERE					1 Siomesen & Co.		
,	Original contributions in Commerces are re-	Ningpo	3	h Schulz	Brit. a	,,				Java	To-day
<u>ا (</u>	or any of the Modern Languages are re-					tr.   9	198		1 Russell & Co.		Ab'deen Doo
۰   ۱	peived. The papers are contributed by the members of the various Consular, the Im-	Die Ouga	•	Kaneisse	Fch. s	tr.  2	<b>234</b>	Oct. 1	3 Chinese		
	members of the various Consular, the Imperial Customs, and Hongkong Services,	Phil Udoe	4:	histoponi	Brit. tu	12. 1	161	Sept. 2	H. K. & W. Dock Co.	C. Wanniggo	
- 1	ANNAL CONTAINS AND DUNEROUS OF TWO	I TION DISH TOTAL	٧		F R'	L_   40	1 <i>4 E</i> E	II lat	80. & O. S. S. Co.	San Francisco	For sale
	perial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship	San Pablo	·lo	C Reed	a more	++	48		China Traders Insurance C	0	Out Base
						7	783	Oct. 1	9 Siemssen & Co.		
- 1	is assiduously cultivated. Amongst the	Septima	. 3	c Hansen	Ger.	1_ 14	ton.	Nam	1 Adamson, Bell & Co.	1	
	1	.   MIRROX	.10	OLY CHEEPENS.	7.71	U. IU	100 ·	0.4	O Pussell & Co.	Sydney, &c.	To-morrow
•	mii 1 m	C ) Tompanick		OLATONE MANAGEMENT	7-1	tr. 14	4V0	OCC.	29 Russell & Co. 1 Takasima Colliery	Nagasaki	
1	Legge, and Messrs Balfour, Watters, Stent	Totastos	. 8	c Peterson		tr. It	687		11 18 kasima Comorbio Co	Amoy and Tamsui	To-morrow
. [	Legge, and Mears Dallour, Wasters, Donne	Their		h Hunter	Brit.	tr.	819	Ost.	23 Douglas Steamship Co.	and the second of the second	
. İ	Phillips, MacIntyre, Groot, Jamieson	Thues	9	c Bleicken	Ger. 8	tr. 11	142	Oct.	25 Siemssen & Co.	Touron	To-morrow
<u> </u>	Faber, Kopsch, Parker, Playfair, Giles	) Tritos	10	o Rashn		tr.	612	Oct.	29 Wieler & Co.	Tours of the second	
' ' I	Partie WOLLY-HOW TOLER TOLER Parties	1 VOTWEIGUE accessors	۳ľ	C Diamerican			•				
· 1	indicative of sound scholarship and incrough		ŀ		;						
t. 1	madeler of their suillect.	RETITOR A careers	1:	The summaries	TT	1.4	٠	fune	9 Wieler & Co.		
<b>-,</b>	mastery of their subject.  The Subscription is fixed at \$6.50 ps annum, postage included — payable in ad	r Allie Rowe	[6	k Philups	HBW.	ok i	280	Oat	22 Arnhold, Karberg & Co.	New York	
Ţ	nostago included - pavable in ad	- Ania	3	c Anderson	Brit.	80.	000. 000	004	ne Dueton & Co	THE PROPERTY OF THE PARTY OF	
1	annium, postago meratra	Asia Beng Sewell	Jō	c Ulmes	Amer.	nn. I	303	004	10 Phonon & Co		
1	vance, binding volumes will b	Blockedder	. [8	h Hore	Brit.	Bh1.	917	UCT.	or the la Karbarata Co	London, &c.	
- 1	Orders for binding volumes will be promptly attended to; Address, Mana	Clan Maskanzia		k Harris	Brit.	sb.  1	อยุ7	Aug.	Ol Withord Izarnore of		
.	promptly attended to; mulicos, many	. Of Str Tireopotimo	***		C*2	ha i	ያጡበ	Sept	14 Uninese		· 1038 (37%)
T)	ger, China Mail Office.'	Doretta	۱۰ ۲	Allen	Brit. b	ce.	236	Oct.	Zal Actorel of Co.		
_	<del></del>	Empreza	++ -	CHIAL	0:		200	Ont	14 Order	Trails	
	OPINIONS OF THE PRESS.	Foochow	•=	o chicker	Aman	ah   1	414	Sept.	17 Siemssen & Co.	New York	
Le	'All our learned societies should sui	Governor Goodwin	ورو	5 CLOSTER	4	. 1	624	Sept_	15 Pustau & Co.	New York	
Ñ	All our learned socioned enterprising R.	- Caratito State		_		~~!		UNGINE	ZZILTDILBALVOS CO COO	Honolulu	
Š,	scribe to this scholarly and enterprising R	Granite State		3 c Ahrens	թթ. լ	Mail -	በጀመህ ማስጨ	DAP.	24 Carlowitz & Co.		
	view.'-Northern Christian Advocate (U.S.	H. Printzenburg		3 c Leary	Brit.	BIL. 1	. JO≃ LUØÖ	0	97 Sigmeson & Co.	New York	<b>24 199</b> 0年底。
K	(TTL: Olima Remont # 7 7 7 1988 AD C)	e. Isaac Reed	Ì;	3 c Waldo	Amer.	an. 1	1467	bebr.	11 Dames Ch. Limited	Mark Control	MITWANT OF
	college table of contents Celestical Empir	Tohn M Rlaikia		8 cFaulkner	Brit.	8h. ] ]	1778	OOL.	11 Borneo Co., Limited 23 Order		
I.	I TITL & D. Llization always concains situles	Walalana		3 o Henderson	Haw. 1	oge. 📄	404	Oct.	25 Urger		
	Les interest to accommend in the Par East an	Trans.	•••	6 k Laird	Brit.	oge.	803	Aug.	ZUPraer		
tr.	the present ignite will hold tayourable it is	ot Kitty	•••	2 a Williams	Brit	oge.	682	Sept.	27 Order		
	advantageous comparison, with preceding	I I adm Ulawamana	<b>.</b> .	THE CONTRACTOR AND A PROPERTY OF A PROPERTY	#144 W	haa	937	Sept.	12 Melchers & Co.	The Marie Control	K'loon Do
Ϋ́	numbers. — Celestial Empire.		•	TA COMMISSIONERS CA			370	Oct.	31 Order		10000
		Monday	· (		**** 17770*	DOM:	Q¢:	Sant	10 Pustau & Co.	London, &c.	
ed	This number contains several at all the Honer			B A KOWA	****	uque i				Hamburg	
V	of interest and value North-China Heral			W AT WE HAVE MALL AND A SAME				7 Sept.	19 Russell & Co.		
he.	The China Review for September-Octob fully maintains the high standard	of South American		9 c Tucker	Amer.	ВП.	110	ու լուբեր	10/Chinese		
	fully maintains the high standard	Managa	•	6 c Venero	Span.	pqe.	Ob.	7 Oct.	19 Chinese	电无限多元 化双氯磺胺基	

# Her Britannic Majesty's Ships on the China Station.

14 Pustau & Co.

1	Of Politically of the formation in the hough							Where at.	٠,
۱.	some interesting information, although much of it is second-hand. The Notices of		Rig.	Tons.	Guns.	I.H.P.	Captain.	No facts was	_
- 1	ar - Dealm include a most generous bliu i	Name.	29.		-			Shanghai	:-
. I	- The Ulvine Cibello I		despatch-vessel	1400			Captain R. Blair Maconechie	Yokohama	
7	" Non-Tine" and the Notes and Querus	Alacrity .	double-screw iron frigate	6010	10	4330	Capt. Robert Hastings Harris	Hongkong	•
۱,	are as usual very interesting.'-North-China	Audacious*	gunboat	465	4	470	LieutCom. H. H. Boteler	Hongkong	
_	I) - II klasna	Cockchaier	corvette	2380	14	2590	Capt. L. C. Keppel Captain Henry H. Boys	On a oruise	
	(A substantial and reliable Review Which	Constance	corvette	2420	-	200	Captain A. H. Boldero	Homeward	
_	all students of China and the Chinase would	Cordelia	віоор	940	4	920 340	Capcilli A. 12.	In reserve	
_ [	i - mall to patronige ' Chrusantaemum.	Daring Esk	gunboat	360	3	470	LieutCom. H. R. Adams	Macao	-
	November December Hillion Vi		gunboat	465	4	460	Lieut, Com. Denison	On a cruise	
	LL - China Ramion cuttains 1635 Variouv than		gunboat	455	Q	1470	Captain Chas. J. Balfour	Hongkong	
-	I had the few articies are very unclose.	The second of th	corvette	1420	10	5000	Captain M. J. Dunlop	Hongkong	·
٠.	ting. The opening paper by Mr Herbert	Leander	cruiser	3750 756	5	1050	Commander W. Marrack	Shanghai	٠
7.	A. Giles on "The New Testament in Chi- uese" treats of a question that must neces-		gun-vessel	430	4	430	LieutCom. W. M. Maturin	Tientsin	,
77.	tiese" treats of a question that the aves	Merlin	gunboat	603				Hongkong	:
-	early be of great importance in the eyes.  Mr E. H.	{	hospital-ship	1200			Captain J. H. Martin	Hongkong	-
•	of all missionaries. Mr E. H. Parker's "Short Journeys in Szechuen"	Mutine	2 screw iron armor plated	4870	4	4040	Captain T. H. Royse	Singapore Surveying	
;;	in the market state of the continue of	Orion	.1	830	3	690	Commander W. U. Moore		<i>.</i>
	I there travels in the interior of Union is		gunboat	670	6	1200	Lient. Com. W. Maitl. Dougall	Shanghai	.: 
S	1 We to H Baltony Contributes a		corvette	1970	19	2360	Captain W. C. Karslake Captain Arthur L. Alington	Kobe	
	langth entitled . The Em-	gaphuna	cruiser	1420	8	1400	Captain Artiful It hinger	Hongkong	٠
	Thong founder of the United And		torpedo mining launch	150	=	1010	Commander A. C. B. Bromley	Kobe	
<u>.</u>	litary is regardly will be read with Renumb		gun-vessel	756	<b>D</b>	1010 340		In reserve	
ĸ,	I in the man the standard of Linkburg the water		gunboat	360	1.	370	Commodore Maxwell, A.D.C.	Hongkong	ì
	HAN DOUGH HOTTON OF NOW DOUGH WHA		receiving ship	5157	1	750	Captain Geo. Gifford	Shangnai	
	number of Notes and Queries, one of which		Bloop	925 2750	7	1450		Hongkong	<i>;</i>
1	"On Chinese Oaths in Western Borned		turret-ship	2100					
	and Java" might appropriately have been								
G	placed under a separate heading, complete			T.	<u>*</u> * * #			and the second of the second o	

\* Flagship of Vice-Admiral Vesey Hamilton, Commander-in-Chief.

German gunbost

Velocity ...... 3 c Martin ..... Brit. bqc. 491 Oct.

Young Siam ...... 2 o Steinbring ..... Siam. bqs. 641 Oct. 14 Chinese

For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

# Foreiga Wen-of-war on the China and Japan Station.

icity as is now provided extremely desir-							Where at.
LI. A SA ACTIVITIONS OF HIGH THEORY	Name:	Flag and Rig.	Tons.	Guiss.	H.F.	Captain.	
fairly ha lanked of from the includers t	Trustine and the second				-		Nagasaki
Pile Familian Administrative Refylces, the United		Russian gunboat	800	-		Captain Parenego	Manila
distance corns and the missionary body, I	Alsonr	Spanish cruiser	1908	-		Captain D. E. Zulnaga	
mhom a high degree of Oningsol	Aragon	French gunboat	470	4	450	Commander Rupe	Yokohams
1 1 1 - Lin in now engininously buildy but the	Aspic	Austro-Hungarian cruiser	1430	1	-	Captain Franz Muller	Nagasaki
and who are generally represented in the man	Aurora	Russian cruiser	1100	<b>\</b> —		Captain Menschicoff	Yokohama
number of the fletters by papers digity	Bobre	U. S frigate	3900	14	1200	Flagship of Admiral Chandler	Haiphong
3:1. Ul. L. Chair regnective allulura 🕡 🔻 🔻	Brooklyn	French gunboat	475	4	450	LieutCommander Martel	Kobe
dama sudialations from Linings HUYeld bliv !	Comète	Russian frigate	6000			Captain N. Scrydloff	Yokohama
-1 and marked by both accuracy and fream-	Dmitry Donskoy	U. S. corvette	1375	6	900	Commander Jewell	Hongkong
Af atalian and an accommution the control of	TAUGUE	German gunboat	489		l <del></del>	Captain Eickstedt	Haiphong
. Programme and the contract of the contract o	11112	French gunboat	445	2	. 270	Lieut Commander Fouet	Haiphong
where Qu Tung-n'o, by Mir. L. U. Dowre,	Jaguar	French gunboat	485	4	425	Captain Neuy	Chelmulpo
not only historically valuable, but is also	Fidelia	U. S. corvette	1900	7	1170	Commander Merrill Miller	Yokohama
1 41	Marion	U. S. aloop	1370	6	1470	Commander H. Glass	Corea
- I	MUDDOCACY.	Russian gunboat	455	* \ \ \ <b>7</b> - \	60	Commander Moltsoff	Zanzibar
Le West which will be a neetyl teature of	atora !	German gun-vessel	755	4	600	Captain von Hoven	Vladivostock
the Design of carried out with bunctuality	- Manning	Russian cruiser	1330	9	250	Captain Zarine	Yokohama
Later was are plan to nouse that	M8A6XIIIIR	U. S. corvette	2400	12	1150	Capt. Courtis	Yokohama
sintakan i and in Chieries in are desinique to		U. S. gunboat	420	6	500	Lieut. Com. Thomas Nelson	On a croise
cus a minas in its hages also. 15 15 50 De	1 6105	French gunboat				Captain M. Foret	Heiphong
that this opening for contributions	I PRIBOVAL	French gunboat	540	-	420	Lieut Commander Poidlons	Yokohama
Thinks an bigota may avoke a simular	I Hindigi	French cruiser	2200	15	2270	Captain Buge	On a cruise
James of literaty Zeal to that Which was	) Frimankiner	Italian croiser	1458	5		Captain F. Crevosia	the contract of the second of the contract of
1!t Anxing the HTAHMS OF HE PROUS	1 PSEDICO	Portuguese gunboat	540	- 一類	e de la companya de l	Captain Rephael d'Andrade	Hengkong Kobs
in the field and that the Union Averew	I IVIO LUIDA	Russian cruiser	8000	. 144		Lantain I'h. AYellall	■ 1. (1) (1) (2) (2) (3) (3) (4) (4) (4) (4) (4) (4) (4) (4) (4) (4
may receive the support necessary to insure	Kanda		900		1000	Commander Spolitieff	Corea
ite continuance.	DIAMOR	Russian cruiser	455	7	60	Commander Boyle	Japan
	l Sobol	Russian gunboa	610	5	500	Commander P. L. Couvelle	Maceo
	Tamega	Portuguese gunboat	5880	The second second second	4250	Captain Jugo	Yokohama
Mr. Andrew Wind,	Torenne	French frigate	1330			Oantain Lang	Yokohama
በድ እርፈ ነጻ ነው የመጠናቁ ነጻ የእናኛ በርድ እንደሚከር በርድ የነው እናቸው እና እርፈ እናቸው ነገር እናቸው መስከር እና እናቸው እና እናቸው እናቸው እናቸው እናቸው እና	Vestnik	Russian corvette	480	The second second	425	Cant. de Marcler	Yekohama
News Acent, &c.	Yipere .	French gunbost	2950		" · 3 · · · · · · · · · · · · · · · · ·	Pantsin Makaroll	Kobe Vladivostock
21, PARK BOW, NEW YORK, is	Vitiat	Rossan corvetta	A Company of the Comp			Commander Midwhousky	<ul> <li>In the control of the c</li></ul>
authorized to receive Subscriptions	Vostock	Remise gurbost	984	A	840	Captain Josephike	Shanghai
national control of the Company of t	CROTEFALS CARREST PARTITIONS		2 - A. J. V. T. B. K. K. W.	T 787 9 157 C 7		5.2002年6月5日至江州市大学的大学的企业、张安徽、中国、广泛的企业、首届国际企业	are, emily fill a profession to the hopping and the local bills.

SBIPPING IN ORINA, JAPAN. PHILIPPINES, AND SIAM WATERS.

WHAMPOA. Flag & Big. Ger. bge. Angusta Brit. str. Shanghai Kutsang

AMOY.

Brit. str.

In port on October 19, 1887. MERCHANT STRAMEES. Chow-chow-foo German

German MERCHANT SAILING VESSELS.

A. Wichhorst Ger. sch. Ger. Uhristian Norw. bqe.

Remarks.

FOOCHOW. In port on October 15, 1887. MERCHANT STEAMERS.

British Clancurrie Chinese Fuyew British Glengarry British Haiphong British Moyune

Waiting Chinese MEDCHANT SAILING VESSELS. Norw. sch.

BHANGHAI.

In port on October 19, 1887. MERCHANT STEAMERS, French Anadyr British Glenfinlas British Ingeborg German British King-foo Chinese Kiang-piau British Kntsang Chineso Lee Yuen Brtiish Ningpo German Pomptos German Sachsen Store Nordiske Danish Signal German Tokio Maru Kobe Japanese

British Verona Hankow, &c W. C. de Vries British British Yiknang British Yuen Wo MERUHANT BAILING YESSELS,

Benj. Sewall Brit. Charley Brit. Honolulu Brit. Leander Brit. bge. Martha

> TIENTSIN. In Port on October 8, 1887. Amer. bqe.

Dan, bge. George Brit. bqe. Nor. bqe. Norway Dut. sch. P. Wilhelmina Ger. bge.

NAGASAKI. In port on October 5, 1887. Kozaki Maru Japan, bqe.

HIOGO. In port on September 29, 1887. Alex. Gibson Amer. sh Brit. Dymonenc Amer. bge. Importer Wm, H. Smith Amer. ah.

> YOKOHAMA. In port on October 8, 1887.

Ger. Fearless Brit. Monawk Ger. bqe. Orient Brit. bqe. Roslin Castle Brit. sh. Winnipeg

MANILA. In port on October 18, 1887. Norw. bqe. Austriana Benj. T. Hunt Amer. bqe. Norw. bge. Britannia Brit.

Canara Brit. bge. Cheshire Brit. sh. Drumeltan Brit. bqe. Emblem: Brit. Formosa. Brit. Hilaria Hiram Emery Amer. bqe. Hirat Jabez Howes Amer. sh. Mary L. Stone Amer. ,ah. Brit. sh. Nagpore Amer. bqe. Nomad

Where at.

BANGKOK. In port on September 28, 1887. Swed. boe. O. Tuffenbury Ger. boe. Hermann Kim Chye Seng Siam, bqe. Ital. bqe. Linda Ital. Q. Sorette

Ger. Standard Printed and published by GEO. MURRAY Bank, at the China Mod Office, No. 2. Wynchem Street, Hongkong.